



2024

Autobahn Member Racing League Competition Rules



Latest updated 3/13/2024

Autobahn Country Club is proud to present the Autobahn Members Racing League. This League is intended to give Autobahn Members a safe, fun, and fair environment to compete in motorsports activities that go beyond just the normal lapping sessions. All motorsport events should be considered dangerous. Property damage and/or personal harm are real possibilities. By entering a racing event each participant assumes all risk associated with motorsports activities and shall not hold Autobahn Country Club or any of its associates and officials, or any other competitor, liable for any actions that may take place during a competition event. 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.

By participating in this series all entrants acknowledge they understand the rules and agree to be personally responsible for compliance with the rules. All entrants agree that their likeness may appear in photos used to promote the Series through social media, websites and other tools of promotion including but not limited to the use of mandatory on-board videos that must be made available to officials upon request. Furthermore, all entrants understand that situations that necessitate review by the officials and the results thereof may be made public to other competitors such as through email and review at drivers' meetings.

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.

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Race Director Authority

The Race Director shall be the authority for control over all racing competitions within the Autobahn Members Racing League. This rulebook has been established by the Race Director and shall be referred to in all decisions. The rulebook may be revised at any time; updates to the rules in the form of a Competition Bulletin, will be sent via E-mail to all participants. 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 Race Directors decisions will be considered final.

Key Contacts:

Mike Gritter -Race Director

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AUTOBAHN MEMBER RACING LEAGUE

Series Participation Information

<u>Series</u>	<u>Member Eligibility</u>	<u>Competition License Required</u>
Auto-X	Full, Social, Karting	NO
Rally-X	Full, Social, Karting	NO
Chase Race	Full Membership	NO (Sportsman) YES (Pro)
Kart League	Full, Social, Karting	YES (Kart)
Spec Miata	Full Membership	YES
Radical Cup	Full Membership	YES
GT Challenge	Full Membership	YES
Wings-n-Things	Full Membership	YES

NOTE: Drivers under the age of 18 must have parental consent waivers on file and pass specific requirements to participate in these events. Please consult with the Race Director for further information.

1. 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
- Safety Team
- 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.

Race officials must always be respected. Failure to follow the direction of an official may result in the immediate expulsion from an event.

An Autobahn Racing Committee may be formed when deemed necessary which will consist of representatives from each series with the purpose of being a liaison to the Race Director to better serve the racers needs.

2. Competition Licensing

An Autobahn Competition License will be required to compete in all wheel-to-wheel racing events. This has been implemented to ensure that all participants are familiar with the rules and situations that can arise in a racing environment.

- To obtain a Competition License each driver must successfully complete the required Autobahn Competition School or approved equivalent.
- All new License holders will be on a provisional basis until a minimum of three (3) events have been completed successfully without incident.
- Licenses need to be renewed when the medical forms expire.
- A completed physical examination form must always be on file. A new medical examination form must be submitted every 5 years for drivers 39 and under; every three years for drivers 40-49; every two years for drivers 50-69; and every year for drivers aged 70 and over.

All license forms can be found at www.autobahnmembers.com under the racing tab.

For more details, please contact Mike Gritter (Race Director) at mikegritter@autobahncc.com or 815-651-0758.

3. Flags and their Meanings

Flags, both manual and in the form of Digital Safety Flag (DSF) LED boards, are used by the Corner Marshalls and the Starter to relay information to the drivers while on course. In all cases a flashing digital flag is equivalent to a waved fabric flag. It is extremely important that drivers completely understand the meaning of flags. There are two categories of flags: command and informational.

3.1. Command Flags

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

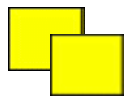


Green Flag- The green flag is displayed from the starter to indicate the moment that a race has started. Passing is allowed the moment the flag is waved. In some situations, it may also be displayed at the corner station immediately following a corner station that is displaying a yellow flag to indicate the course is clear at that point and normal racing may resume. A rolled (furled) green flag with a furled white flag, held crossed by the starter, indicates the halfway point of a race.



Yellow Flag- The yellow flag indicates a situation in which caution should be used. It may be displayed in one of two ways.
Stationary or solid light This indicates that a hazard is present somewhere off the racing surface. It may be a disabled car, emergency vehicle, debris or personnel. Caution should be used; a driver should slow down, and **no pass may be started or completed from the point of the flag until completely past the incident.**

Waving or flashing A waving yellow flag is used to indicate a danger that is on, or immediately adjacent to, the racing surface. A driver should use extreme caution, slow down and be prepared to alter his normal racing line. **No passing is allowed from the point of the flag until completely past the incident.**



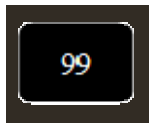
Double Stationary Yellow- A double stationary yellow is used to indicate the complete track is under a yellow situation and all drivers should slow down, no passing is allowed. This may be used for pace laps or when an incident has happened on track that requires the field to be controlled for the safety 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 situation within that portion of the track. **There is no passing allowed while double stationary yellows are displayed.**



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.



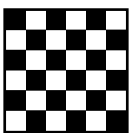
Penalty The black flag may be *waved* and pointed by the starter, or a designated black flag corner station, at a specific car that then needs to come to pit lane immediately at the conclusion of that lap and report to the black flag pit box. This may be accompanied by a number board or flashing number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



All Stations When all stations display a waving black flag or display a black "All", drivers are to slow down and proceed to pit lane. An incident has occurred on track that needs attention.



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, this may display alternating with a car number on the DSF. 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.

3.2. Information Flags

These flags simply provide valuable information to the drivers, an immediate 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 waving or flashing 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 vehicle's location. Drivers must be aware; they may pass the vehicle if it is safe to do so. The starter may also display the E flag at any time a safety vehicle is on course, regardless of its relative position to the start station until such time as the vehicle has cleared the course.



or



The Pit Board, or "PIT" display on DSF 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 if the pits are closed per special rules, such as might be used during an enduro.

SERIES RULES

The following is a list of series and classes, and the specific rules that pertain to each. 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 Race Director. New classes may be added at any time; 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 Race Director decides enough races have been run to determine a champion.

Non- Wheel to Wheel Series

The following series are not considered wheel to wheel racing and do not require a competition license.

These include

Auto-X

Rally-X

Chase Race (Sportsman)

4. Auto-X

4.1. Description

An Auto-X (autocross) is a timed event that takes place on a course defined by cones. Speeds are generally limited, and risk is minimal as compared to wheel-to-wheel racing. Drivers are given the opportunity to walk the course to learn the layout and then are given a limited number of chances to drive the course while being timed. Typically, this will be a total of 4 timed runs. The 1st is generally to drive the course at a slower pace to learn. The 2nd is to do a fast run for practice with the 3rd and 4th runs being potentially a driver's best effort. An Auto-X is a great challenge for both beginners and experts and any vehicle can be used from karts to street cars to race cars. Awards will be presented at the conclusion of each event for the fastest time of the day and the closest margin of 2 runs (most consistent).

4.2. Eligible Vehicles and Preparation

Any vehicle, within reason, is eligible to compete including karts. All vehicles should be properly prepared to compete. This would include checking tire pressures and general condition. All loose objects must be removed from both the driver's compartment and the trunk. Seat belts must always be worn (except karts) and an approved helmet (SA2010 or newer) must be used. Helmets are available to borrow, please see the event coordinator or another Autobahn staff member well before the event and they can help you find a properly fitting helmet.

4.3. Walk Through

The event will begin with a chance to walk the course at the designated time. This is not mandatory but can be advantageous. Typically, an instructor will be on hand to point out various areas of concern and difficulty and advise how time can be saved using the proper techniques.

4.4. Timed Runs

In most situations 4 runs of the course will be allowed. Each run will be timed. If a driver chooses to do less than the allotted number of runs for an event, then the event coordinator must be informed that the competitor does not intend to do any more runs. The "spirit" of the event is for each competitor to drive as fast as their comfort level and skills allow. "Sandbagging" is not allowed and any driver who intentionally drives slowly to be consistent may be disqualified at the event coordinators sole discretion. At the conclusion of the event, if time allows, the course may be left open for "fun" runs but will not be part of the competition portion of the event.

4.5. Penalties

Each course is laid out with cones. Any driver that hits a cone will receive a penalty of 2 seconds for each cone that will be added on to the total time for that run. Cone penalties do not disqualify any driver from the event. Timed runs that are adjusted with penalties still count towards the results of the event. A cone will be considered

“hit” if it is either knocked over and/or has moved more than ½ of the width of a cone from its original position. Going off course and/or missing portions of the course will result in the run being disallowed but will still count as an allotted run.

4.6. Results

At the conclusion of each event a winner will be declared in 2 categories. The 1st will be the single fastest time of the day overall (after cone penalties have been assessed). This fast time can be from any of the timed runs. The second will be for the most consistent. For the most consistent class the 2 eligible runs will be considered after cone penalties have been assessed. The winner will be the driver with the least time differential between the 2 runs.

4.7. Championship

Points will be accumulated throughout the season and a Champion will be declared for both categories. The points system will be the same as is used in other Member Racing League competitions. A driver may accumulate points for both the most consistent and the fastest run simultaneously.

6. The Chase Race Series (Novice)

6.1. 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 5- or 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. A fire extinguisher inside the driver compartment within reach of the driver is recommended. Minimum lap times may be required.

The premise is that a slower car will start a specific 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.

6.2. Eligibility

The Chase Race Series is open to all Country Club (no social members or guests) members.

No ABCC License is required for the Novice class. A driver who holds a competition license and is competing in a race prepared car must enter the Pro class. A driver who holds a competition license and is competing in a race prepared car is not permitted in the Sportsman Class, rather should be in Pro.

A minimum lap time of 3:20.00 on the full track during a qualifying session is required to participate in a Chase Race.

6.3. Fees

No entry fees are required.

6.4. Rules

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

6.4.1 Lap Timers

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. An AMB transponder is required on all cars for officials to keep lap times.

6.4.2. 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. 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 a minimum of 30 minutes prior to the scheduled start of the race.

6.4.3. Grid

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 and informed of the time gap relative to the first car and the car immediately in front of each competitor. 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.

6.4.4. 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 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 may 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 racecourse. 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. Illegal passes may result in penalties mirroring a breakout.

C. Penalties

Break outs. Each driver is allowed to go 2 seconds faster than their qualifying time. Anything more than 2 seconds and a penalty shall be levied. Timing for this purpose shall be considered to the 10th of a second.

- First offense will result in 5 seconds to be added to the total elapsed finishing time after the race.
- Second offense will be an additional 10 seconds = 15 total.
- Third offense will be additional 20 seconds = 35 seconds total.
- Fourth offense will be an additional 40 seconds = 1min 15 sec.
- Fifth offense will be an additional 80 seconds = 2 min 35 sec.
- Sixth offense will be an additional 160 seconds = 5 min 15 sec.

If conditions occur, such as inclement weather, that may allow a driver to “break out” to such an extent that time gained is more than the penalties incurred, thus

gaining an advantage, the Chief Steward reserves the right to disqualify a driver or impose additional penalties to eliminate the advantage gained.

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.

6.4.5. 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 in this rulebook. The results shall be considered official only after the protest period has expired and the Chief Steward has given approval.

6.4.6. Winner

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

6.5. Chase Race Pro

The Chase Race Pro class follows the same basic principles of the Chase Novice class. However, the Pro class is considered wheel to wheel racing in that there are no passing area restrictions and cars may race through the corners. This fact requires that all Chase Pro class drivers hold a current Autobahn Competition License. Furthermore, all cars are required to meet the standards of wheel-to-wheel competition and drivers must wear protective gear as required in wheel-to-wheel competition.

The minimum lap time to qualify for a Chase Pro race is 3:05.00 on the full track.

Wheel to Wheel Racing

A variety of wheel-to-wheel racing series are offered that suit nearly every type of racing experience. An Autobahn Competition License is required for all wheel-to-wheel racing series. Periodically racing schools are offered at the club and should be considered the first step in obtaining a competition license. For information on competition licenses and the different levels offered you can refer to information in this rulebook or contact the Race Director Mike Gritter at mikegritter@autobahncc.com .

Wheel to Wheel Series

The following series are considered wheel to wheel racing and do require a competition license.

These include

- Spec Miata
- GT Challenge
- Radical Cup
- Pro Mazda
- Wings-n-Things
- Chase Race Pro
- Karting (See Kart League Rulebook)

7. Entering an Event

7.1. Entry Fees

To stage racing events, certain additional costs are involved. These include additional 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. The fees for a double header race or for a driver participating in 2 or more races on the same day will be increased by 50%. The entry fee is only applied if the driver takes the green flag for the race. If a driver has registered to race but is unable to participate, then no fee is charged.

7.2. Entry Forms

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

A driver must Email or contact the Race Director to be entered in an event. Participants may not enter an event until the conclusion of the previous event or at such a times as the entry has been declared open for an event.

All entries should be submitted to Mike Gritter

Email mikegritter@autobahncc.com Office 815-823-8587 Cell 815-651-0758

7.3. Late Entries

If an entry is received after 5:00pm the day prior to the race, or if no entry is received at all, an approved driver may be permitted to race but will incur a 2-position penalty on the starting grid for the 1st two offenses. Subsequent offenses after the 2nd time will result in a 5-grid position penalty.

8. 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 always apply.

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.

8.1 On Track Conduct

The Autobahn Member Racing League 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 25th. 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 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.

8.2. Car to car contact

All drivers who are involved in car-to-car contact during a race must report to the tech/impound area immediately following the race and any of the following procedures may be started.

- Driver may complete an Incident Report form
- Video card will be collected
- Race Officials may take pictures of the vehicles involved

- Completed incident form will be returned to a Race Official
- Driver and car may not leave the impound area until directed by a Race Official.
- Any further evidence must be submitted immediately.
- The Race Director will review all evidence available including statements from drivers and Corner Marshalls as well as video evidence and make a determination as to which driver is at fault for the incident and if any penalties will be imposed.

Cars involved in contact during a race must report to the technical inspection area immediately at the conclusion of the race.

All drivers involved in any contact with a barrier must report to the Safety Team.

Both drivers will be solely responsible for resolution of consequential damages to the vehicles and the facility.

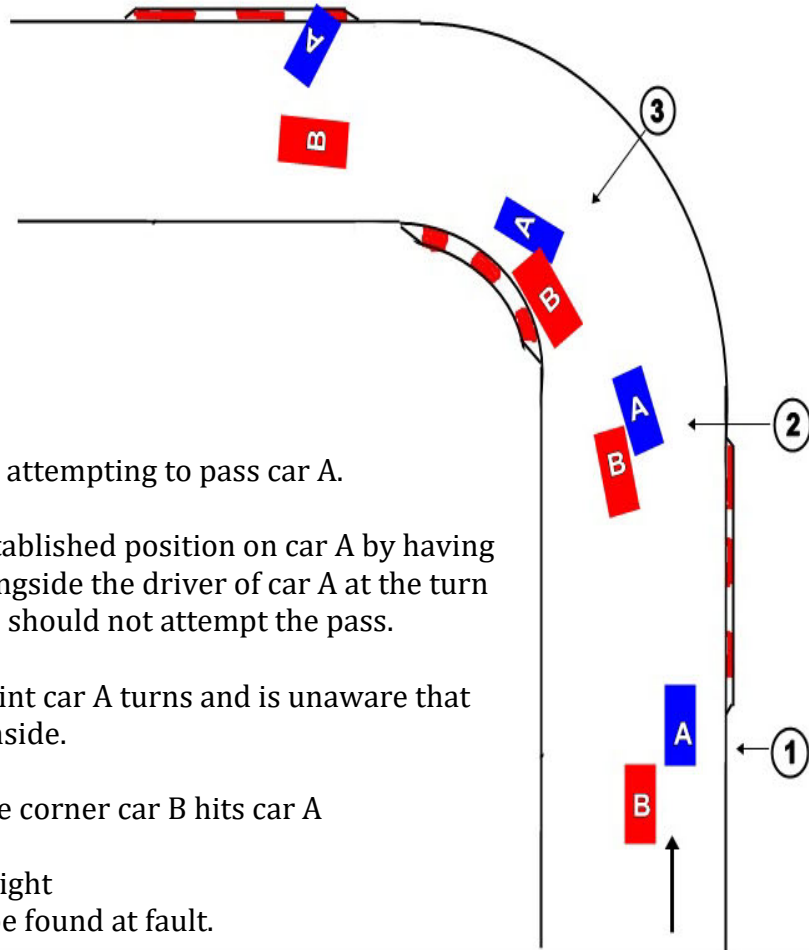
8.3. On Track Guidelines

The following guidelines will give participants a general idea of what factors will be considered when an on-track incident is being reviewed by the Chief Steward. Every situation can have extenuating circumstances and not every situation can be clearly defined in writing. All incidents will be taken on a case-by-case basis based on these guidelines using all evidence available for each particular situation.

8.3.1. 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 attempting to make 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. A passing car will be considered to be in position to execute a pass when its front wheel is next to the driver of the car being passed at the normal turn in point of a corner. At this point the car being passed must allow room for the passing car at the apex of the coming corner. The following diagrams are a few examples of what is and is not considered acceptable in a passing situation.

Example 1. The Dive Bomb

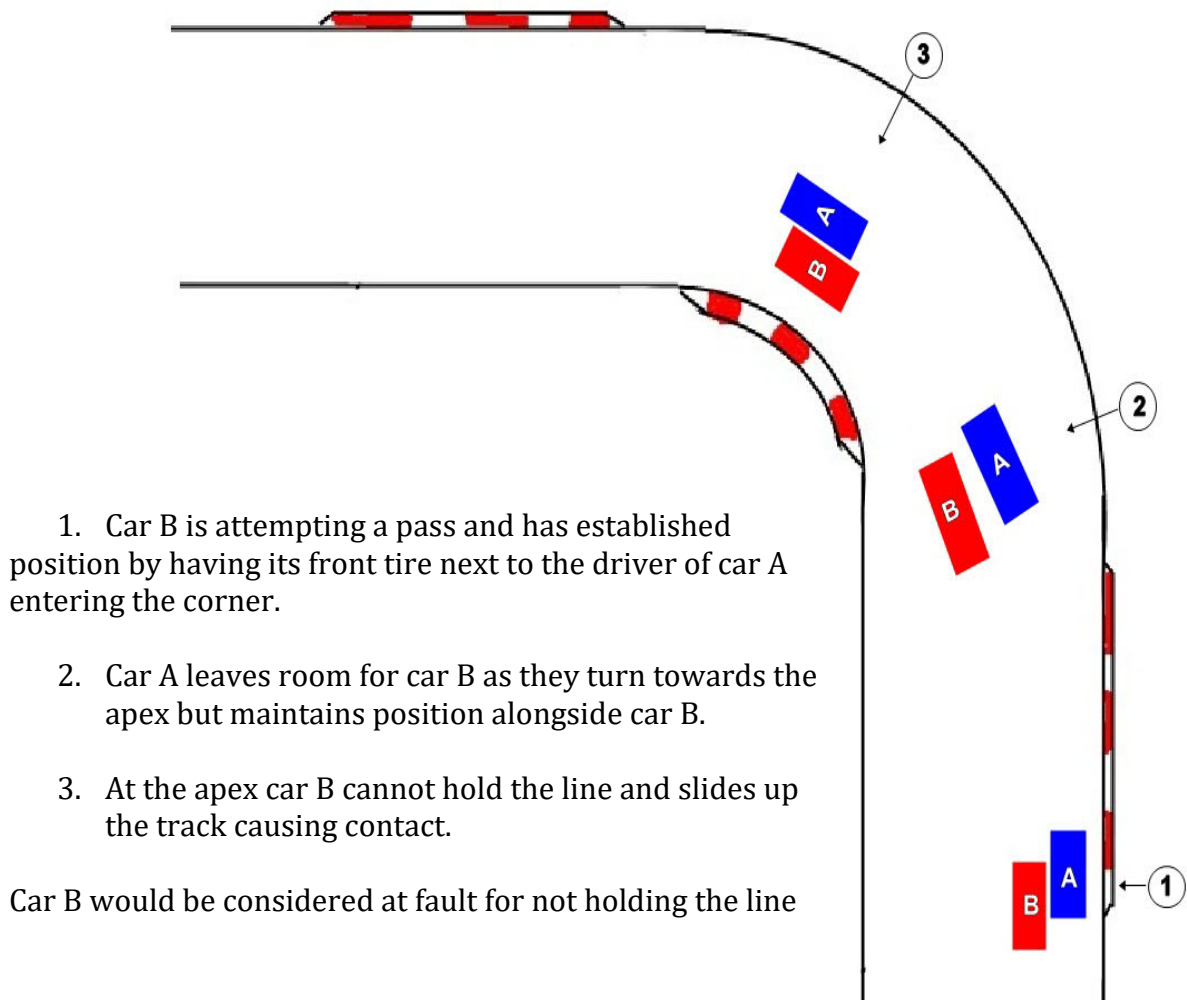


In this example, car B is attempting to pass car A.

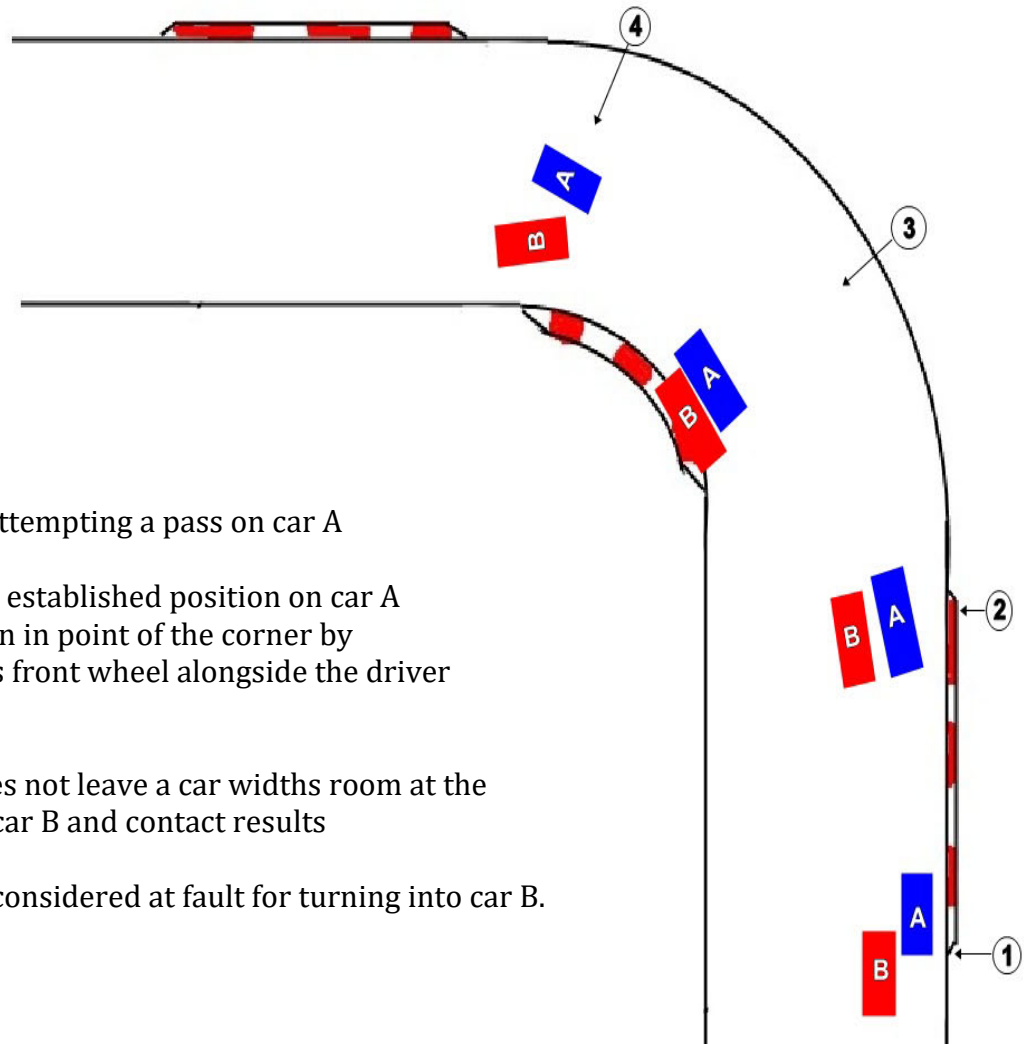
1. Car B has not established position on car A by having its front tire alongside the driver of car A at the turn in point, so then should not attempt the pass.
2. At the turn in point car A turns and is unaware that Car B is on the inside.
3. At the apex of the corner car B hits car A

Car B did not have the right to be there and would be found at fault.

Example 2. Can't hold the line



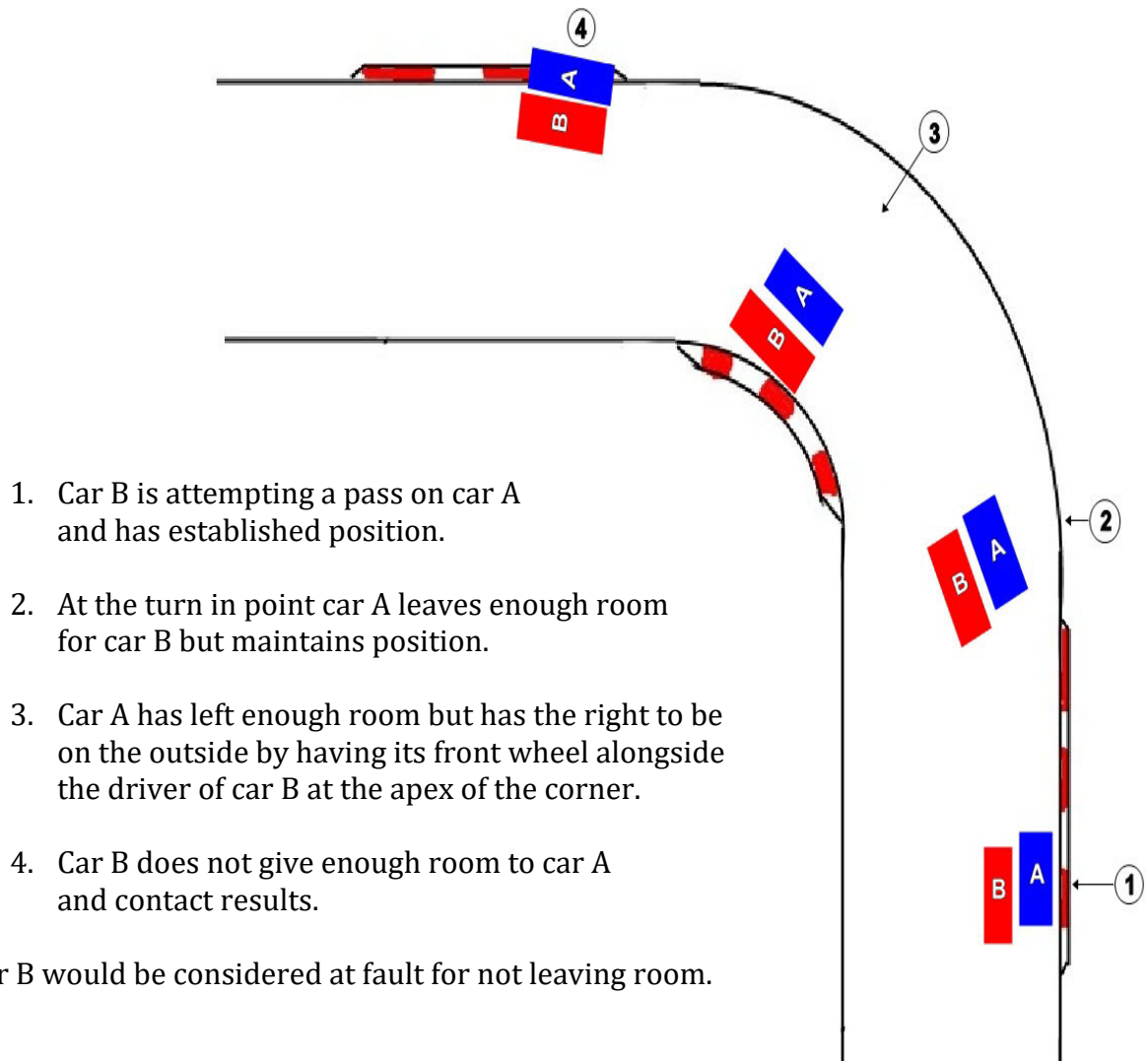
Example 3. Not leaving room at the apex



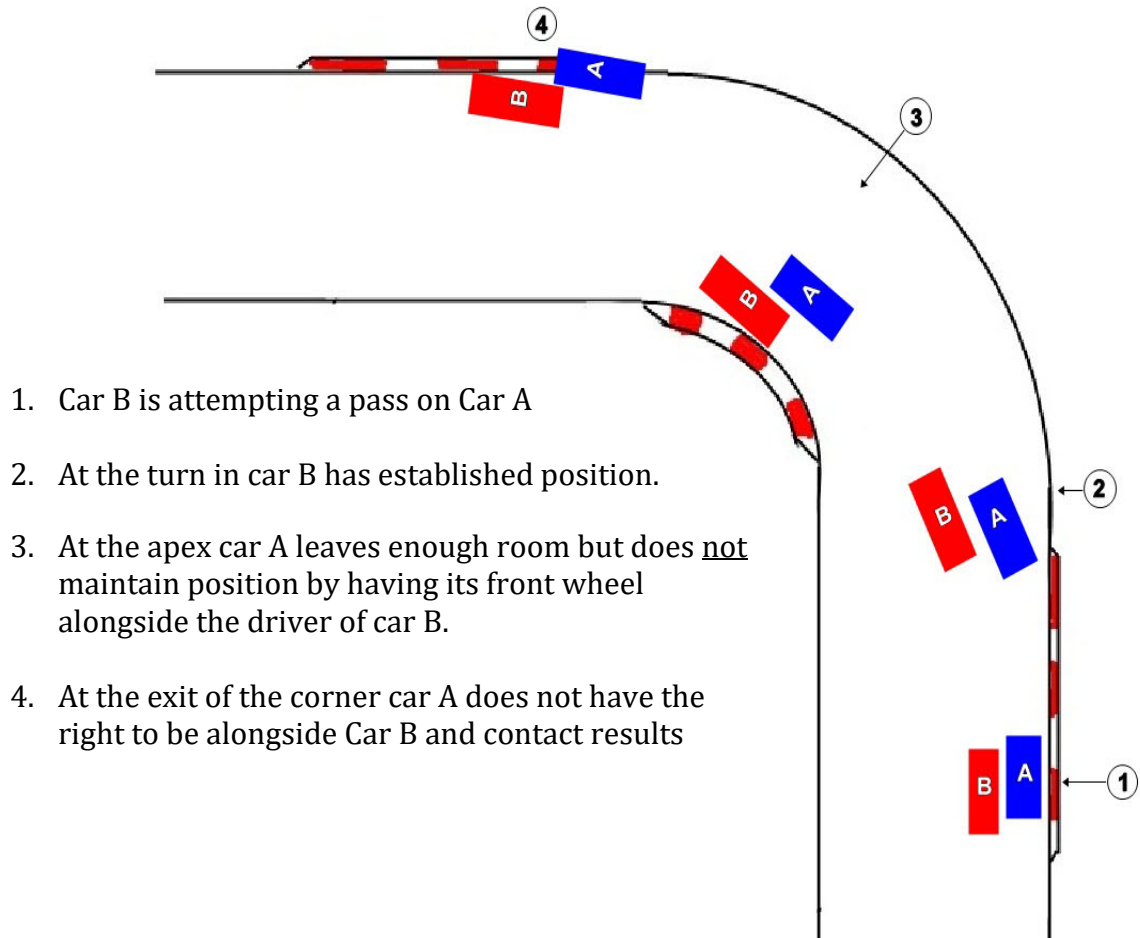
1. Car B is attempting a pass on car A
2. Car B has established position on car A at the turn in point of the corner by having its front wheel alongside the driver of car A.
3. Car A does not leave a car widths room at the apex for car B and contact results

Car A would be considered at fault for turning into car B.

Example 4. No room at exit



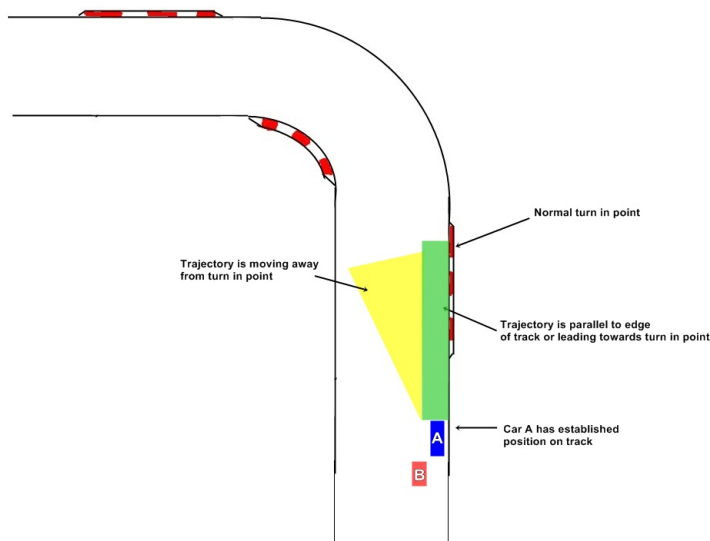
Example 5. Concede the exit



Car A would be found at fault for not conceding the corner when it was unable to hold position.

8.3.2. Blocking

A driver may not alter his line in reaction to another driver attempting a pass. Drivers should maintain a position with a trajectory leading them towards the normal racing line turn in point for the next corner or at a minimum a trajectory parallel to the edge of the track. This means a driver should not be moving away from the target point of the next turn in an attempt to keep a passing car behind them. **A driver may not change position in reaction to the car behind.** In short- as a driver comes out of a corner, they must choose the line they will take into the next corner and stick with it.



8.3.3. 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.

8.3.4. 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.

9. Penalties and Protests

9.1. 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 driver meeting
- Reckless or dangerous driving, whether on the racecourse 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
 - a disqualification will result in no points awarded
 - race results with a DQ may be used as a “drop” in final point standings unless determined otherwise by the Race Director.
 - Suspension of Autobahn Members Racing License
- See also 13.2. Awards

9.2. On-Track Incident Penalties

Any car-to-car contact, or other driving that could be considered reckless or over aggressive, during a practice, qualifying, or race session may result in disciplinary action which includes any combination of warnings, probationary periods, loss of finishing positions, disqualification, time penalties, forfeiture of qualifying position, suspension from one or more races, and/or loss of competition license.

A record of all infractions will be maintained by the Race Director and will be published to the participants on a regular basis.

Penalties will be imposed based on the situation of the current infraction and the history of the driver(s) involved. Penalties will be escalated for drivers with frequent infractions.

-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.

The following is a list of potential penalties for 1st time violators in common situations. This is a suggestive list and actual penalties may differ depending on the circumstances of each situation.

Late or no entry for race	2 grid positions
Late/missed drivers meeting	2 grid positions
Not reporting to Steward after incident	2 positions
Camera not working	2-5 positions

Position penalties may be applied to the race results or carried onto the grid for the next race. Non- points races are likely to have penalties assessed to the race results. The result of an incident WILL be considered. If the incident had little effect on other competitors, then the penalty may be reduced. If other competitors suffered damage or lost positions the penalty may be increased.

Car to car contact with fault may result in penalties that can range from starting the next race at back of class, starting race from pit lane (released by official after field has cleared first turns), disqualification from race in which incident occurred, to suspension from subsequent races. Each incident a driver is involved in may result in penalty points against their driving record. Accumulating points will result in penalties.

In general contact will be viewed in three stages

- Contact in which the other driver did not lose positions or have their race significantly disrupted the at fault driver will lose 5 grid positions for the following race
- Contact in which the other driver lost positions or had their race significantly affected the at fault driver will start in the back for the following race. The Race Director will determine if this is the back of class or entire field.
- A driver that has a second occurrence of at fault contact will be required to start the following race from pit lane when instructed by race officials to do so.
- A third occurrence of contact will result suspension of racing privileges for a time determined by the Race Director.
-

Some classes may be held to a higher standard than others. The option will be available to remove championship points or finishing positions for the previous race as certain situations warrant.

9.3. Protests

Any participant has the right to protest the results of an event. Any protest must be lodged with the Chief Steward. 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 a reasonable amount of time depending on the complexity of the situation. All rulings shall be made no later than 48 hours before the next race except for when the following races run on the same day or within consecutive days. An incident report form, such as can be found at the back of this rulebook, may be completed and submitted to the Chief Steward.

All decisions by the Chief Steward shall be considered final and may be made public by the distribution of a drivers report and/or reviewed at following drivers' meetings with the use of collected videos as an option.

9.3.1 Contact Review Committee

All competitors will have the option to appeal a decision made by the Race Director. Each driver is allowed 2 appeals during one racing season (if an appeal results in a changed decision it will not count as one of the 2 allotted). When a decision is appealed, the review committee will examine any evidence, video or otherwise, and make a recommendation to the Race Director to either agree with the decision or adjust the penalties levied to be stiffer or more lenient. The Race Director should strongly consider the views of the committee but is not obligated to change a decision.

To appeal a decision and ask for review by the Committee a driver must state clearly, via email using the Review Form, what is being appealed and what the desired outcome is. Only a driver directly involved in an incident, either the "aggressor" or the "victim", may appeal.

10. Video Cameras

Video evidence can be very helpful in determining the cause of an incident and often shows that events may have transpired slightly different than what a driver remembers. Forward facing cameras are required in all wheel-to-wheel series. These cameras must include within the view, whenever possible, the driver's hands and the interior rearview mirror where applicable. Any drivers involved in an incident during a race are required to report to tech post race to submit their video. Cameras should be equipped with an SD card or similar device providing the capability to immediately submit evidence to a race official with standard viewing capabilities without the need for any specialized devices or software. If a camera is used that does require special hardware or software, arrangements must be made, prior to participation, to provide the Chief Steward with any necessary devices in order to provide convenient and timely viewing of video evidence. All memory devices will be returned to the competitor after review at the following drivers meeting.

All video evidence becomes the property of the League and may be used in a classroom or meeting setting for the purpose of review and training for other competitors, as well as used for promotional purposes for the Club or the League.

If for any reason, including malfunction, non-activation, etc. a camera does not record a full race or any portion of it, the driver will be considered non-compliant and, without any further evidence, will have no grounds to defend their position on an incident and will automatically incur a grid spot penalty for the next race. This will be a minimum of 2 spots for driver not directly involved in an incident and 5 or more positions if involved.

Rear facing cameras are also strongly encouraged. Any competitor who has not been required to submit video evidence but would like their video evidence to be reviewed by the Chief Steward may supply either a memory stick or a web link to the Chief Steward for review.

11. Race Procedures

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

11.1. 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 who miss the meeting or arrive late, as determined by the Chief Steward, will incur a 2-position penalty on the starting grid. In special circumstances arrangements can be made, prior to the meeting, with the Chief Steward to be absent from the meeting without penalty. Pertinent information may also be emailed to competitors the day of a race. This could include information such as schedule changes due to weather, change in the pace lap(s) procedure, etc. It is strongly encouraged that each competitor is on the Race Directors email list.

11.2. 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. Times listed on the track schedule include the total time allotted for qualifying including warm up and cool down laps and may be shortened or extended at the discretion of the Chief Steward. There is no guaranteed amount of green track for a qualifying session.

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. If multiple drivers do not participate in a qualifying session, they shall be gridded in order of time of race registration received. First to register ahead of second etc.

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.

If qualifying is cancelled for any reason then the line-up shall be determined by point standings, referring to the previous year if no points have been established in the current year.

Some classes may require a minimum lap time to qualify for a race.

11.3. Grid

11.3.1. 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.

11.3.2. 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.

11.3.3. 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.

11.3.4. 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 and the field has gone past pit out.

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

11.4. The Start

11.4.1. Rolling Start A rolling start with two rows side by side shall be used unless otherwise noted for specific classes. The Chief Steward reserves the right to call for a single file start if conditions, such as inclement weather, warrants it.

11.4.2. 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 racecourse 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 can 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.

11.4.3. 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.

11.4.4. Pace Laps. The field is to follow the pace car single file 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 without pulling out of line until the green flag has been displayed. During the pace 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 set by the pace car until the green flag is displayed.

11.4.5. 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.

11.4.6. 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.

11.5. 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 driver 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. If an incident occurs with the first group within the first few corners prompting a local yellow for a particular corner the subsequent groups anticipating a start may simultaneously be shown a waving green flag and a waving yellow flag at which point the race has begun but NO PASSING will be allowed until past the incident. In this situation cars should form into a single file based upon qualifying positions. Extreme caution should be used in these instances and any driver deemed to handle this in an unsafe manner shall be subject to penalty. The Chief Steward retains the option to go full course yellow before the 2nd group receives a start at which point the 1st group should maintain position in single file order and any groups that have not received a green shall continue on in double file manner essentially continuing pace laps until such time as the race can be started. The predesignated gap to the group ahead must be maintained by the pole position car acting as the pace car.

11.6. No Start

If the starter determines that the field is not in good order, that some drivers may have improved their position by moving out of line or by passing prior to the green flag, or for any other reason the race should not be started, the starter may 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.

11.7. 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 and drivers should attempt, at a reasonable speed, to close the gap to the leader taking particular care in any areas of the track that may have an incident. The pace car may be dispatched at any point, not necessarily in front of the leader. In this situation the pace car may “wave-by” cars with a very deliberate hand signal, one signal for each individual car, until the race leader is directly behind the pace car. Drivers should remain in their position and line up single file for a restart. All laps under full course yellow shall be scored as race laps.

11.8. 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 track positions held at the time of the full course yellow with no regard for multiple classes that may be mixed in with each other. The first-place car is responsible for setting the proper pace for the restart. 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.

11.9. 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 awards will not be distributed. 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 timing line. Points and awards shall be distributed in the same manner as if the race had run its scheduled distance.

Races may be stopped with a red or black flag. If a red flag is deployed to stop the race all drivers should stop on track to one side or the other and wait for a signal from the corner workers. This will likely be followed by a black flag indicating proceed to pit lane. If a black flag is deployed during a full course yellow all cars should proceed to pit lane without changing positions and await further instructions from an official. All cars shall maintain position in pit lane and come to a complete stop. No work may be performed on any car without approval from the Chief Steward. If at any point a car leaves pit lane and enters the paddock all track position will be forfeited and the driver will be put at the back of the field if the race is restarted.

11.10. 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 stop rules for an Enduro Series race.

11.11. Rain Racing

The intention is for all races to take place as scheduled regardless of rain. The Chief Steward will make the determination if conditions are severe enough to consider postponing or cancelling a race.

At no point will race officials declare a “rain session” requiring the use of rain tires. It is at the sole discretion of the participants to decide on the appropriate tire to use for the existing conditions. If conditions change during a race the Chief Steward may decide to stop the race (see sec. 11.9)

11.12. 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. Race lengths may be determined by number of laps and/or a designated time limit and may be adjusted immediately prior to the race as determined by the Chief Steward.

11.13. 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.

11.14. 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.

11.15. Technical Inspection

All cars must conform to the specifications set forth for a series and may be required to pass technical inspection pre- or post-race. At the conclusion of each official session a number of cars may be directed to the technical inspection area by the Technical Inspector. All cars directed to do so must immediately report to the tech area for technical inspection.

(a) Technical inspections may include things as simple as checking weights or may be more time consuming such as dyno runs or parts removal/engine tear downs. Drivers must submit to whatever tests the Technical Inspector

has chosen or risk disqualification and or suspension. If the Technical Inspection has impounded cars and the driver must leave the property, the driver must inform the Technical Inspector as such. Arrangements can be made to hold a car in the inspection area or return to a garage on property if required.

(b) It is the driver's responsibility to provide fuel samples and/ or remove components as requested by the Technical Inspector.

(c) The Autobahn scales will be the official scales.

(d) When a car is held for technical inspections only one person, either the driver or a crew member, will be allowed in the tech inspection area. No one else is allowed to remain in the tech area including additional crew members, drivers of other cars, or spectators. Unauthorized intrusion into the tech area may result in penalties for any and all cars that the persons are associated with.

11.16. 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.

Official results can be found at www.Speedhive.com Search Autobahn Member Racing.

12. 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 or Chief Steward if the transponder they are using does not display accurately on the timing system, including 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.

13. Points and Awards

13.1. Points

Participants shall compete primarily for points and awards. 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. **A driver must complete 50% of the actual race distance to obtain Championship points.** 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, or whatever number has been determined at the beginning of the season for a particular class, 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 tiebreakers are second place finishes, third place finishes, etc. If after all results have been compared a tie stills exists, the final tie breaker will be finishing position in the last race of the season. If a race is cancelled or added to the schedule the number of races counting towards a championship shall remain the same unless otherwise noted by the Race Director.

13.2. Awards

Any individual race awards will be presented at the conclusion of an event. If, after the results have been declared official, there is a change in position all affected awards must be forfeited and redistributed according to the official results. Year end

championship awards shall be presented to the top 3 finishers in each class. These awards will be presented at the Year End Banquet. A minimum average of 3 cars per race is required for a class to be eligible for year-end awards and a driver must have participated in at least 50% of the scheduled events.

13.3 Rookie and Masters Divisions

Some race classes may also include a Rookie and/or Masters division(s) 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 Race Director 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:

13.3.1 Rookie Division

To be eligible for this division a driver may not have started more than 5 races total in Autobahn wheel to wheel competition. The Chief Steward reserves the right to deem a driver ineligible for a rookie division based on prior racing experience.

13.3.2 Masters Division

The Masters Division is open to all drivers aged 60 and older. A driver is eligible if they turn 60 during the current season. A driver may be eligible to run in the rookie and the Masters divisions simultaneously if all requirements have been met.

14. 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, SFI 38.1, FIA 8858- 2002 or 8858-2010 is required.
- (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 2015 or later Special Application (SA2015), or by the SFI with a SFI Sticker 31.1, or by the FIA standard 8860-2010 or later.
- (d) Gloves made of 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) Full face helmets are required for drivers of open cockpit cars.
- (h) A driver's restraint system meeting SCCA standards (See SCCA GCR Section 9.3.19.) shall always be used 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.
- (j) Arm restraints are required for all open top vehicles unless specified otherwise in class specific rules.

15. General Car Preparation

15.1. Annual Technical Inspection

All cars participating in the Racing Series are required to submit to an annual technical inspection to assure the safety of the vehicle before the first event entered for the year and at any time as requested by an official. This technical inspection must be performed by an approved Autobahn Official. In addition to the vehicle inspection, a driver will be required to display all personnel gear including driver suit, gloves, shoes and head and neck restraint device. Drivers may be requested by an official to demonstrate they are able to quickly exit the car (20 seconds) as would be needed in an emergency.

Upon approval of all such items the competitor shall receive an Annual Technical Inspection sticker that must be placed on the vehicle to which the technical inspection was performed. These stickers shall be placed in such a manner that it is easily visible by grid personnel. Officials reserve the right to remove a sticker if circumstances require.

15.2. 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 must be reserved and will be taken on a first come first serve basis for each class. If a number is not used in competition for two consecutive years, it will become eligible again



15.3. Autobahn Member Racing League sticker

An Autobahn Member Racing sticker 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.

15.4. 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. No substance or process to alter the tires in any way is permitted. Tires may be tested with appropriate devices. All lug nuts must be present and tightly hold the tire and rim assembly to the car's hub.

15.5. 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.

15.6. 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.

15.7. 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.

15.8. Roll Cage

All cars must have a fully welded roll cage installed to help protect the occupant from injury during a roll-over. Bolt in cages are not allowed, special exceptions may be applied for with the Race Director. The roll cage 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 cage specifications and installation.

15.9. Seatbelts and Harnesses

All cars are required to have a five (min.) point harness properly installed unless otherwise specified in specific class rules. Harness belts should be in good condition with no frays or cracks. Seats are good for 5 years from the manufacture date.

15.10. 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.

15.11. 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.

15.12. 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.

15.13. Loose Objects

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

15.14. Lights

There should be at least one working red brake light 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 that all exposed lights be covered with tape, except brake lights.

15.15. 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 unless otherwise specified in specific class rules.

15.16. 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 nonflammable or pressurized gases or liquids such as cold water, such as washer fluid, cool suit, etc. are exempt from this rule. Rubberized or rubber-coated steel braided hoses are acceptable.

15.17. 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. A sticker must be displayed to highlight the location of each tow hook.



15.18. Mufflers: Sound Limit

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

15.19. Advertisements and Graphics

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

Series and Class Descriptions

16. SPEC. MIATA CUP

16.1. 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 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 rules. Each sanctioning bodies 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.

16.2. Minimum Qualification Times

To participate in a Spec Miata race a driver must meet minimum lap times during the official qualifying session. The Race Director reserves the right to allow an established driver who is known to be able to meet this requirement to participate.

Minimum qualifying lap times

North Track 1:19.00

South Track 1:47.00

Full Track 3:03.00

16.3. Fuel

The 93-octane fuel available at the Autobahn fueling station shall be considered the spec. fuel. All cars are subject to a fuel test and 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.

16.3.1. Fuel Sample Acquisition

All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the 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 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. It is the driver or crew's responsibility to safely provide a fuel sample upon request.

16.4. Spec. Miata Vehicle Specifications

All cars shall adhere to the SCCA (Sports Car Club of America) rules regarding the Spec. Miata Class found in the SCCA GCR unless specifically noted within these rules. Any revisions or updates to the SCCA GCR after the season has started shall be taken on a per case basis and must be approved by the Race Director. Upon approval of any changes an official notice will be sent via email. Drivers may submit requests for rules revisions to the Race Director at any time.

16.4.1 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. All cars shall display the correct minimum weight in a manner that is clearly legible to the Tech Inspector at the scales.

16.4.2 Authorized Modifications

For a complete list of specifications please refer to the current SCCA General Competition Rulebook. Copies of the GCR can be ordered through SCCA or can be found at www.SCCA.com. All technical regulations found in the GCR shall be adhered to with the following exceptions.

(a) **Tires**-The Hoosier P205/50ZR15 SM7 or SM 7.5 will be mandatory. The wet tire required will be the P205/50R15 Hoosier "H2O" Spec Miata. No substance or process to alter the tires in any way is permitted. Tires may be tested with appropriate devices.

Each Spec Miata driver will be limited to a total of 16 tires to be used for the entirety of the season to be used in all qualifying and race sessions. Tires shall be marked by a series official at the time of purchase. Each marking shall be recorded by officials and will indicate the driver for whom the tire is allotted, and the total number of tires approved in the drivers allotted amount.

Any tire whether marked or not is allowed for all practice sessions or any other series (Enduro, GT etc.). Rain tires are unlimited and do not count against the allotment.

It is the driver that is allotted the tire count and must use those specifically marked for that driver regardless of a change of cars.

If a race is added to the original schedule the Race Director has the option to increase the number of tires allowed for each competitor.

If a driver participates in a qualifying or race session with tires that have not been marked by an official, they shall be responsible to immediately report to the tech inspection area or an official to get the tires marked. If that driver has not exceeded the allowable tire count, then no penalty will be assessed.

No provision will be made to replace tires that are damaged or flat spotted. The Race Director may at his discretion raise the allowable number

of tires if a large number of participants feel additional tires are need due to excessive wear causing a safety concern.

If a driver has been deemed to have used any tire beyond the 16 tires allowed that driver will be disqualified from the qualifying or race session results. If a driver has completely used up the 16 tires allotted and has no option but to run tires that will exceed the allowable count that driver may inform the Chief Steward ahead of any session and be allowed to participate but must start from the back of the grid and will not be awarded points for the result.

Any driver found to have attempted to circumvent the tire rules with intent to gain an advantage may be subject to more severe penalties.

(b) Engine- All engine parts shall follow the SCCA standards set forth in the GCR with the exception of intake and exhaust valves. Manley Intake Valves and Manley Exhaust Valves as provided by Manley Performance Products of Lakewood, NJ may be used in lieu of Mazda furnished valves.

(c) Engines may be reviewed by the Technical Inspector before installation of the cylinder head. This option is provided to possibly avoid disassembly of the engine during routine technical inspections. Several measurements will be taken, and seals placed on the engine if compliant. For information on this please contact the Race Director or Technical Inspector.

(d) 1.6L engines may use an exhaust header, part number #56005, from Racing Beat. This is the only approved header and is allowed for 1.6L engines only. To allow for necessary cooling the drivers side turn signal assembly may be removed with no other modifications. Any car utilizing this header allowance must adhere to a minimum weight of 2275 lbs.

(e) Replacement hubs from Miatahubs.com may be used. Only the designated part number will be acceptable.

Front Hubs BEFNA1.

Rear Hubs BERNA1

Other heavy duty hubs that may provide a safety benefit with no performance advantage must be approved by the Race Director.

16.5. SM2 Class

Within the Spec Miata series championship there will also be contested a championship called SM2. This is intended to be a fun addition to the series for drivers who are not contesting for overall wins and the championship. It is a strictly voluntary group that is self-policing. The competitors involved in this group can determine if a driver does not meet the spirit of this series by exceeding the performance expectations. Participants who would like to be included in this group

should simply sign up for it with the Race Director; if someone does not belong in the group it will be obvious in most cases. If most of the group thinks someone does not qualify then they will not be allowed. This group would typically run with all other Miatas but may have their own point totals allowing for a race within a race. The Race Director may decide to have a split start or separate the SM2 class into its own race.

16.6. Spec. Miata Specification Table

	Bore x Stroke (mm) / Displ. (cc)	Restrictor Size	Comp. Ratio	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)
Mazda Mx-5/ Miata (90-93)		N/A	9.4	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 235 Vented Disc (R) 232 Solid Disc	
Mazda Mx-5/ Miata (94-97)		N/A	9.0	3.14, 1.89, 1.33, 1.00, 0.81	4.3 See Notes	(F) 255 Vented Disc (R) 252 Solid Disc	
Mazda Mx-5/ Miata (99-00)		38mm	9.5	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	
Mazda Mx-5/ Miata (01-05)		40mm	10. 0	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	

Please refer to the SCCA General Competitions Rules for further information.

17. GT Challenge

17.1. Description

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

17.2. Classes Structure

Cars will be divided into classes based on several performance factors.

The first of these factors will be the horsepower to weight ratio. **A dynamometer print out measuring wheel horsepower must be submitted to the League Administrator for proper classification, along with the GT Challenge Car Information Form.**

All flywheel dyno results should be multiplied by 0.9

The horsepower to weight (including driver) ratio shall be the baseline for determining your class. **NOTE-** if torque exceeds horsepower then the average of horsepower and torque will be used in power to weight calculations. Once this Baseline Ratio is calculated the following factors will be used to adjust the baseline number to determine the Final Ratio.

Absence of Aerodynamic devices	
-includes all wings, ground effects or other aero aids with the exception of spoilers	+ .5
Dog type transmission	- .25
Sequential transmission	- .5
PDK type transmission	- .25
Solid (live) axle	+ .25
DOT tires	+ .5
Mid Engine	- .25

All competitors must complete a GT Challenge Car Information Form. This form can be found at www.autobahnmembers.com under Member Racing. If you would like assistance completing this form, please contact race officials.

Classes will be divided as indicated below using the vehicle's Final Ratio number.

GTU 5.9:1-unlimited (also for those who have not provided a dyno sheet)
GT1 6.0:1-6.99:1
GT2 7.0:1-8.49:1
GT3 8.5:1-9.5:1
GT4 9.5:1-13.49:1
GT5 13.5:1-

The Race Director reserves the right to adjust the class of any car if performance is not consistent with the expectations of a class. A driver may petition the Race Director to change classes if they feel this applies to their situation.

Class structures may be examined from time to time with adjustments made as needed.

Any drivers who would like to see a new class or sub-class added should present a list of interested parties to the Race Director. See appendixes for list of sub-classes.

17.3. Technical Inspections

All GT Challenge race cars may be subject to technical inspections prior to or after any official qualifying or race session to ensure compliance with each submitted GT Challenge Car Information Form. Any driver required to report to the technical inspection area must do so immediately, this may include podium finishers as well as competitors picked randomly. Absolutely no changes may be made to the car from the configuration used during the session. On board switches that allow a change to engine mapping will be monitored closely. The Technical Inspector shall have the right to examine any on board data acquisition to help determine performance parameters used on track. All cars are subject to dynamometer testing.

The Race Director reserves the right to use any reasonable means at his disposal to ensure equitable class structure.

18. Radical Cup

18.1. General

The Radical Cup utilizes varieties of Radical race cars. The rules package prepared by Radical Cup North America shall be followed in all circumstances as it is provided unless specifically addressed within these rules.

https://drive.google.com/file/d/1Z00qWA_BX_H21LODvINfNSv05PIPMZLC/view

(a) All components must be provided by Radical Sportscars, unmodified in any way. No substitute parts will be allowed unless specifically stated in these rules or approved by the Technical Director.

(b) All original manufacturer identification markings and/or tags must remain as supplied.

18.2. Weight

Class Chassis Minimum Weight

SR8 RX 800 kg / 1785 lbs

1500 & 1340 SR3 RS, RSX 720 kg / 1565 lbs.

SR10- 835kg/ 1840 lbs.

Class Radical Model Engine Type / Capacity Weight

PLATINUM

SR10 RPE 2.3L Turbo 835 kg 825 kg

SR8 RPE 2.7L V8 830 kg 820 kg

SPYDER RPE 2.9L V8 / 3.0L V8 910 kg 900 kg

EcoBoost 1095 kg 1085 kg

RXC RPE 2.9L V8 / 3.0L V8 / EcoBoost 1180 kg 1170 kg

PRO 1500 SR3 RS/RSX/XX RPE 1500 720 kg 710 kg

PRO 1340 SR3 RS/RSX/XX RPE 1340 720 kg 710 kg

18.3. Fuel

Sunoco 93 octane fuel from the Autobahn fuel station is required. Fuel will be checked periodically and must match a sample from the Autobahn tanks,

18.4. Tires

(a) Hankook tires are required in both dry and wet conditions.

(b) Tire pressures must comply with the Manufacturers recommended guidelines.

(c) Only nitrogen or compressed air may be used to inflate Tires.

(d) Tire warmers are not permitted during official events.

(e) No substance or process to alter the tires in any way is permitted. Tires may be tested with appropriate devices.

(f) All cars must use the same tires for qualifying and races.

Exceptions are as follows

(1) If one tire is changed there will be no penalty.

- (2) If more than one tire is changed for any reason the driver will start from pit lane. The driver may be allowed to follow the field during pace laps and will then be required to drive through pit lane at 30mph and continue directly onto the circuit to join the race.
- (3) Double Race days- if more than one race is scheduled for the day the same tires from qualifying must be used for both races as well or be subject to the above penalties.
- (4) If tires are swapped between wet and dry the dry tires must be the same as may have been used previously.

19. Wings-n-Things

Description

The Wings-n-Things series is for formula and sports racer style cars. These are single seat purpose-built race cars. This encompasses a wide variety of cars with differing capabilities. In most cases, all cars that fit within this series will race on track on the same time. Within this group there may be specific classes that have already been established with other racing organizations such as Spec. Racer Ford, Formula Lites, and Formula and Pro Mazda. When enough participation warrants it, these classes may be scored separately and have their own championship.

All Wings-n-Things classes will follow the most common sanctioning body technical regulations for that type of car. For example- Spec Racer will follow SCCA regulations. In some cases, historical regulations will be used whether that be past Autobahn rules or a series that is no longer sanctioned. These will be taken on a per case basis as needed.

20. Karting Series

The Kart Racing Series is intended to be a fun and competitive racing option for kids and adults. It is a great way to gain experience and work your way up the racing ladder, or to hone your skills for other racing levels. Many of the top professionals in motorsports have started in kart racing and continue to be active in this great form of motorsports.

This series is open to a wide variety of kart and engine combinations with several classes focused on the Ignite chassis with the Briggs LO206 sealed 4 stroke motor. Classes can be modified as needed based on participation. An entry fee may be required for these events.

The rules and classes mirror established regional and national classes which allows you to run, not only with us, but at other tracks without any major changes. Please see the Autobahn Kart series rulebook for more information.

21. Enduro Series

21.1. Description

The 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.

21.2. Eligibility

Enduro races are often run in partnership with other racing organizations therefore eligibility may differ from race to race. Please check the details of each event for licensing and vehicle requirements. All drivers must have a Competition License from an approved racing organization. These include SCCA, Midwestern Council, PCA, VSCDA, Grand Am, FIA HSR and the Autobahn Member Racing League. Any drivers under 18 years of age must get approval before entry will be accepted.

21.3. Eligible Cars

All closed wheel race cars with proper safety equipment as describe in these rules may be allowed. All cars must be professional in appearance and preparation and meet the approval of the Race Director. Open wheel formula cars are not eligible, however some sports racers such as Radicals may be allowed at the Race Directors discretion. Minimum laps times may be required, check event supplemental regulations

21.4. Entering an Event

Each team shall have a designated captain who is responsible for all entry information, payments and communications. The team captain should submit all forms together which include the following:

- Team Entry form
- Photocopy of each driver's competition license if from another sanctioning body.

- Car information sheet along with dyno charts

Please check information for each event for further details

21.5. Classes Structure

Cars will be divided into classes based on the GT Challenge system with an additional class for Spec Miata.

When entering an event each car must complete a car information form if not already on file (except Spec Miata).

Technical inspections may include dyno testing checks.

The Chief Steward reserves the right to use any reasonable means at his disposal to ensure equitable class structure.

21.6. Pit Stops and Pit Lane

21.6.1. Pit Spaces

Pit spaces will be assigned by the Race Director. Teams/Crews that need to service more than one car or would like to pit next to another team should include this information on the Team Entry form. Certain pit spaces will be reserved for official use. Permanent markings shall not be allowed in pit spaces, all temporary markings must be removed at the conclusion of the race. Each pit space must have a fully charged 5 lb. or larger ABC rated fire extinguisher and at least 5lbs of oil absorbent. 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 safety 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.

21.6.2. Pit Speed Limit

The pit lane speed limit is 25mph. Cones will be placed at the beginning and end of pit lane to indicate the speed limit zone.

21.6.3. Pit Lane Safety

Crew members must always remain behind the cold pit lane guardrail until the car comes to a stop in the pit box. One crewmember can 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. Race Officials have the right to correct any situations they deem to be unsafe.

Only crew members, officials and those authorized by the Race Director including media are allowed on pit lane. All crew members must have a function to perform, no spectating from pit lane.

21.6.4. Paddock Safety

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

21.6.5. 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 resulting in fuel on the asphalt surface of pit lane 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. 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 with the exception of cleaning windows; this includes checking tire temperatures. 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 ensure that drivers and crew members remain alert any time that refueling is taking place.

Cars may be limited in the amount of fuel capacity allowed. Please refer to event specific regulations for allowable quantities.

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

When using 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. Other refueling methods such as specialized nozzles, dry-break, and fuel rigs are also acceptable. Officials have the right to disallow any fueling method that is deemed to be a hazard.

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.

All refueling must take place on pit lane.

21.6.6. 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.

21.7. Full Course Yellows

The pits will be closed during full course yellows. A red board with a large "P" will be displayed at the last corner station before pit in reminding drivers the pits are closed, however it is the driver's responsibility to understand the pits

are closed during full course yellows. If a driver enters pit lane while the pits are closed, the driver has three options.

1. Continue through pit lane at 25 mph and rejoin the field at the end of the pack.
2. Stop in the team's 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 (see red flag rules). If the driver returns to pit lane before the full course yellow is lifted the car must stop in the team's pit space and remain there until the full course yellow condition is lifted.

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

21.9. 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 racecourse only at the direction of a race official.

21.10 Night Races

Working headlights are mandatory for all cars during races occurring after dark. Any number of additional headlights may be used provided are not deemed to be excessive or a hazard to other drivers. Roof mounted lights are not allowed. In night races one headlight and one brake must always be functioning. Additional colored lights may be added to the car for identification purposes provided they do not present a hazard or distraction to other drivers. **Reflective tape on all fours sides of car are highly recommended.**

21.11. Points and Championship

Teams shall compete primarily for points and awards. 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 to the team for each race after the results have been declared official by the Chief Steward. Points will be awarded as follows.

For events 6 hours or shorter

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.

For events longer than 6 hours

1 st	150 points
2 nd	135
3 rd	120
4 th	112.5
5 th	105
6 th	97.5
7 th	90
8 th	82.5
9 th	75
10 th	72

After 10th place, points will decrease by 3 for each subsequent position.

Each class must have 3 starters in a race to receive full points. If any class has 2 starters, then the maximum number of points awarded shall equal second place points for the class winner and third place points for the second place in class. If a class has only one entry, then third place points will be the maximum number of points awarded.

All teams will receive a minimum of 10 points for starting a race.

Points will be accumulated throughout the year to determine a series team champion. In the case of a tie, the team with the most first place finishes then wins the tiebreaker. Successive tiebreakers are second place finishes, third place finishes, etc.

The championship team will be the team that accumulates the most points at the end of the season. Teams may switch drivers throughout the year, but it is the TEAM that accumulates points not the individual driver. If a team switches classes during the season they will accumulate points in each class separately and shall not combine points from multiple classes.

21.12. Awards

Any individual race awards will be presented at the conclusion of an event. If, after the results have been declared official, there is a change in position all affected awards must be forfeited and redistributed according to the official results. Year-end championship awards shall be awarded to the top finishers in each class if three or more races have been scheduled for the season. These awards will be presented at the Year End Banquet. A minimum average of 3 cars per race is required for a class to be eligible for year-end awards.

Appendix A Championship Details

2024 Championship Details

In each championship, points will be awarded for each race, except those designated as non-points races, and each driver may use the best results from a limited number of those results towards the year end totals.

For the 2024 racing season the structure will be as follows.

Chase Race best 5 results of 7 (Sportsman) and 8 (Pro) races

Spec. Miata best 10 results of 14 races

GT Challenge best 7 results of 10 races

Radical Cup best 5 results of 8 races

Wings-n-Things best 5 results of 8 races

(Applies to classes within also)

If additional races are added to any series the number of best results counting towards a championship shall remain the same at the Race Directors discretion.



INCIDENT REPORT

Name _____ Date _____

Corner # _____ Race Series/Session _____

Description of other cars involved (if any): Color _____ # _____ Model _____

Describe damage to your car: _____

Describe damage to other cars: _____

Please give a detailed description of the incident (include drawing on back if needed):

Will any further evidence be submitted (video etc.) _____?

Are there any other witnesses? _____

Do you feel penalties should imposed?

