

AROSC

Enduro Rules and Regulations for 2013

Time: 2 Hours

Mandatory Pit Stop: There is one mandatory pit stop during which the driver must exit the car and go "over the wall" into the cold pit area. Failure to do so will result in a 10 minute penalty which will be assessed at the end of the enduro.

Pit Stops and Yellow Flags: In the event we need a full-course yellow, no pit stops will be allowed at this time. If a driver must come into the pits during a full course yellow, the driver must remain in the car, and no crew members are allowed over the wall until the race resumes.

Eligibility: All participants MUST have an AROSC RACE license or be approved to run by the AROSC race director. Licenses from other clubs may be accepted at the sole discretion of the Director of Racing. A time trial license is not adequate for this event. Cars must meet AROSC race rules.

Qualifying: Starting position will be based on the position in the final sprint race on Saturday.

Start: Rolling Start.

Timing & Scoring: Timing & scoring will be done electronically (transponder) and verified manually. In order to be considered a "Finisher", a car must cross the Start/Finish line not more than 4 minutes after the checked flag is shown.

Worker Duties: Jobs that we will need volunteers.

- 1) Pit Marshals (Approx 6-8 people = 1 person per 2-3 teams)
- 2) Chief Pit Marshal (1 person in charge of all pit marshals)
- 3) Control Tower (4-5 people) AROSC directors and timing officials.
- 4) Pit-In/Pit-Out People (4 Total = 2 at each end)
- 5) Scoring (Approx 2 people)
- 6) Grid (Approx 2-3 people)
- 7) Pace Car and Driver

Year End Points: AROSC Year End Points will be awarded as follows: For cars with one driver, points will be as per the normal AROSC sprint race point system. Cars with two or more drivers will have double the normal sprint race points. For these cars/teams, points will be prorated equally among the drivers. If prorating results in partial points, the point value will be rounded up to the next highest full point.

Car Numbers: It will be the responsibility of the entrant to have his/her car numbers firmly affixed to each side of his/her car. These numbers must be clearly visible (of contrasting color to the background) and at least 8" high.

Pit Stop Rules

Pit Lane Speed Limit: Pit lane speed will be 20 MPH. This is a guideline for the pit speed. Safety in the pits is very important, therefore PLEASE USE YOUR BEST JUDGEMENT WHEN ENTERING AND LEAVING THE PITS. SPEEDING AND/OR WRECKLESS DRIVING IN THE PITS WILL NOT BE TOLERATED.

Pit Stops: There will be a line across the traffic lane at pit-in line beyond which drivers are required proceed to their pit stalls at 20 mph or less. One pit marshal will be assigned to a group of approximately 3 to 5 cars. Pit Marshals will observe stops for proper pit procedures. Once a driver is done with a pit stop he/she will proceed to a pit-out line at 20 mph or less, and proceed onto the track as directed by the "Pit-Out Marshal".

Re-Fueling Procedure: Before refueling starts, the engine must be off and driver must be out of the car. If a metal gas can is used, a ground strap must be connected between the can and race car during re-fuelling (see below). Only 5 gallons of fuel will be allowed over the pit wall at one time. During re-fueling, no work is allowed on the car.

Re-Fueling Crew: Only 2 crewmembers, driver included, will be allowed over the wall during re-fueling. One person is for re-fueling, the other must have a fire extinguisher in hand. Re-fueling crew must wear a minimum of a single layer nomex suit, nomex gloves, fire retardant shoes, and a full-faced helmet with visor closed. **NO Exceptions!!!**

Ground Strap (required for metal gas cans only): A ground wire will be attached via a hose clamp to the gas container. The other end will be terminated with an alligator clip, which will be attached to the car during re-fueling.

Material required for proper grounding wire:

- 1) 10' Length of #14 gauge wire
- 2) Hose Clamp: large enough to fit around fuel hose on the fuel container. I recommend attaching the ground wire to this part of the fuel container, as most will be swapping the fuel hose between multiple fuel containers.
- 3) Alligator clip to be attached to the end opposite the fuel container.

Fuel Spillage: Any spillage of fuel may result in a penalty. This will be the sole discretion of the chief pit marshal.

Fire Extinguisher: At least a 5 lb. fire extinguisher must be present at the pit wall at all times during the race. The extinguisher must be manned during re-fueling pit stops.

Hot Pit Crew: No more than 3 crewmembers, not counting the driver, will be allowed over the pit wall at any time. The number drops to 2 crewmembers, which includes the driver, while re-fueling (see above).

Crew Clothing: All other non-fuel related crewmembers must wear long sleeves and pants. No shorts, open shoes or short-sleeved shirts will be allowed in the hot pits.

Pit Lanes: Outside lane is reserved for entering and exiting traffic. Middle lane will be used for merging only. Entering cars (those just arriving from the track) will have the right-of-way. Please use extreme caution when entering and exiting the pits.

Mechanical Failure Reporting: Team must notify pit marshal if the car is “out of the race”. If substantial (behind the wall) repairs must be made, the pit marshal must be notified as to the estimated repair time. The pit marshal must also be notified prior to said car returning to the race.

Penalties

Sportsmanship: Unsportsmanlike conduct by **CREW** or **DRIVERS** will result in a **DNF** or **DISQUALIFICATION!!!!** Chief Pit Marshal’s decision is final.

Pit Stop Infractions: Infractions will result in stop & go penalties. Stop times being assigned by the Chief Pit Marshal. Cars will be black flagged to serve the penalty.

Fuel Spill: Two-minute stop & go.

Speeding/Wreck-less driving in Pits: On the first offence, there will be a warning and a stop & go penalty. The second offence will result in disqualification from the enduro.

Mechanical Problems (i.e. fluid leaks, non-working brake lights, etc...): Fix malfunction prior to returning to the race.

Mechanical Black Flags:

1st Black Flag: Fix Malfunction.

2nd Black Flag, Same Problem: Fix Malfunction + 2-minute penalty.

3rd Black Flag, Same Problem: Disqualified-DNF.

Passing Under Yellow: A one-minute stop & go penalty.

Too many crewmembers over the wall:

1st offense-pit marshal’s discretion

Additional offenses: stop and go penalty for each offense.

Black Flags: A driver will have 2 laps to respond to a black flag. If, after the second lap, the driver has not entered pits to respond to the black flag, his/her laps will stop being scored.

Mechanical Black Flag: A driver will have 2 laps to respond to a mechanical black flag. If, after the second lap, the driver has not entered pits to respond to the black flag, his/her laps will stop being scored.