



Autobahn Member Racing League Competition Rules



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

By participating in this series all entrants acknowledge they have an understanding of 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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1. 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 will be sent via E-mail to all the participants and also posted in a visible location in the clubhouse. All rule changes will be considered effective immediately unless otherwise noted. All rules within this book should be interpreted with logic and "spirit of intent." Any input from a participant will be considered, however the Race Directors decisions will be considered final.

2. Officials and their Duties

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

These may include the following:

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

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

2.1 Race Director

The Race Director shall oversee all aspects of the Autobahn Member Racing League. This includes scheduling, rulebook creation and revisions, sponsorship organization, and driver history record keeping.

2.2. Chief Steward

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

The Chief Stewards responsibilities shall include:

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

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

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

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

2.3. Competition License Steward

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

2.4. Technical Director

A Technical Director may be assigned to a particular series. It shall be the duty of the Technical Director to establish technical regulations for a particular series including those that may distinguish between multiple classes within a series. The Technical Director shall work closely with the Technical Inspector to ensure that all cars comply with the technical rules for a particular class.

2.5. Steward of Safety

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

2.6. Race Control

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

2.7. Grid Chief

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

2.8. Starter

The Starter will work directly under Race Control and will be positioned on the starter stand. The Starter will determine when to start a race with a waving green

flag under the direction of Race Control or the Chief Steward. Once a race has been started the starter shall assume the duties of a Corner Marshall.

2.9. Chief of Timing and Scoring

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

2.10. Technical Inspector

The Technical Inspector shall ascertain that all cars are compliant with the rules that govern the class that they have been entered in. Any cars that have been determined not to conform to the rules shall be reported to the Chief Steward. The Technical Inspector shall conduct pre or post qualifying/race inspections at the request of the Chief Steward.

2.11. Corner Marshall

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

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

3. Flags and their Meanings

Flags are used by the Corner Marshalls and the Starter to relay information to the drivers while on course. There are two categories of flags; 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 start 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 waved at the corner station immediately following a corner station that is displaying a yellow flag to indicate the course is clear at that point and normal racing may resume. 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 This indicates that a hazard is present somewhere off the racing surface. It may be a disabled car, an emergency vehicle, debris or personnel. Caution should be used, a driver should slow down and **no passing is allowed until completely past the incident.**

Waving 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 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 particular 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.

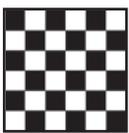
Warning A **rolled** up (furled) black flag may be pointed at a driver from the starter to warn that driver that he has been involved in actions that may result in a penalty. The driver does not have to report to pit lane but must be certain that the conduct that initiated the warning is not repeated.

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. That driver must report to pit lane within 2 laps.

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



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



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

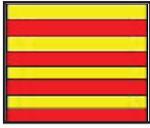
3.2. Information Flags

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 waved if the pass is in progress or if a group of cars will be passing. Generally, during a race this flag is only used when the leaders begin

passing cars that are going to be a lap down and is not shown to cars passing for position.



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



White Flag- The white flag can be used in two ways.

At a corner station This is to inform a driver that he may be rapidly approaching a slow moving vehicle. This should be displayed two stations prior to the slow vehicle.

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



Emergency Flag (E flag)- The emergency vehicle flag indicates that an emergency vehicle is on course. It is to be displayed stationary for two stations prior to the vehicles location. Drivers 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 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 Racing Series

Currently two classes are offered that are not considered wheel to wheel racing, meaning that during the competition there are restricting rules regarding passing or the event is a race against the clock. An Autobahn Competition License is NOT required for these events. While these events can challenge even the most experienced racer they are also a great tool for beginners to get competition experience.

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. Driver Eligibility

All forms of membership are eligible for **Auto-X** events including Social Memberships. A competition license is not required to participate. No entry fee is required for this event.

4.3. Eligible Vehicles and Preparation

Any vehicle, within reason, is eligible to compete. 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 be worn at all times (except karts) and an approved helmet (SA2005 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.

4.4. 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 also advise how time can be saved using the proper techniques.

4.5. 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 slow 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.

4.6. 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.

4.7. 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.

4.8. 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.

5. THE AUTOBAHN CHASE RACE SERIES

5.1. 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.

5.2. Eligibility

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

No ABCC License is required

5.3. Fees

No entry fees are required.

5.4. Rules

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

5.4.1 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.

5.4.2. 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. In order to prevent a

driver from sandbagging (qualifying slow and racing fast) a “break out” rule will be in effect. Thus, a driver should run qualifying laps similar to that which can be duplicated during the race. During a qualifying session all normal lapping session rules shall be applied. This session may involve cars that are not participating in the race. If a driver misses a qualifying session, lapping sessions from earlier in that day may be used to determine a qualifying time. If no lap times are available, the driver and the Chief Steward shall meet and determine a fair lap time. This must be done a minimum of 30 minutes prior to the scheduled start of the race.

5.4.3. 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.

5.4.4. 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 race course. The overtaking driver is responsible for making sure the pass happens in a clean manner. The driver being overtaken must not block to prevent the pass from happening, a point by is strongly suggested. Any passing in the corners or aggressive moves shall be reported by the Corner Marshalls and be subject to review by the Chief Steward and may result in penalties. Drivers must be aware of cars that are gaining on them on the track. If a car catches you during a

race, that car should be considered faster and be allowed to pass. Remember, if a car is that much faster, it may be “breaking out” and might be penalized after the race.

C. Penalties

1. Break out. 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.

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

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.

5.4.5. 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.

5.4.6. Winner

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

Wheel to Wheel Racing

A variety of wheel to wheel racing series are offered that suit nearly every type of racing experience and type of car. 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 comp license. For information on competition licenses and the different levels offered you can refer to information in this rulebook or contact the Competition License Steward Tom Bagley at tombagley@autobahncc.com.

Eligibility

The wheel to wheel racing series are open to Autobahn Country Club Members only (no social members or guests permitted).

An ABCC Competition License is required.

Special events may allow non-Club members to participate, such as an invitational or enduros. In these circumstances a current competition license from a recognized and approved racing organization must be presented. Interested parties can contact the Race Director or Licensing Steward for approval.

Fees

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

6. Competition Licensing

An Autobahn Racing 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. All competition licenses must be renewed every year by submitting at a minimum a license renewal form, providing information of the racing experience during the previous two years, and any other forms including the medical exam form when necessary. A completed physical examination form must always be on file. The examination date must be no more than three months prior to the date of application. 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 age 70 and over.

For more details, please contact Tom Bagley (Competition License Steward) at tombagley@autobahncc.com or 815-823-8588

6.1. Competition License Categories

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

1. Provisional License
2. Level 1 License
3. Level 2 License

All licenses require training and lapping experience, or a license from another recognized racing organization. Licensure level usually has no impact on race eligibility but may be used for further evaluation and possibly be used in assisting a driver to obtain a license from another organization. For example, the Autobahn considers a Level 1 license equivalent to an SCCA Regional License and a Level 2 equivalent to an SCCA National License.

A driver under the age of 18 must meet the requirements of the Competition License Steward before being issued a competition license and will be scrutinized at a higher level than those over 18 years of age.

6.1.1. Provisional ABCC Competition License

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

6.1.2. Level 1 ABCC Competition License

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

6.1.3. Level 2 ABCC Competition License

The Level 2 ABCC License will be issued to drivers with extensive racing experience, after successfully and safely completing at least four races with a Level 1 in a 12 month period with an ABCC License or hold a SCCA National Competition or equivalent. If a Level 2 ABCC Licensed driver is determined to be the cause of an on-track incident, he/she may have their license downgraded to a Level 1 ABCC License by the Licensing Committee.

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 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

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 apply at all times.

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

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

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 of the racing surface) must be relinquished. Any reported shortcut or off course excursion that, in the opinion of the Officials, improves a driver's position during the race will result in penalties. Car to car contact, will result in a review and possible penalty. Accidents do happen in motorsports, the intention is to minimize the danger and expense involved in racing.

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 will be able to 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.

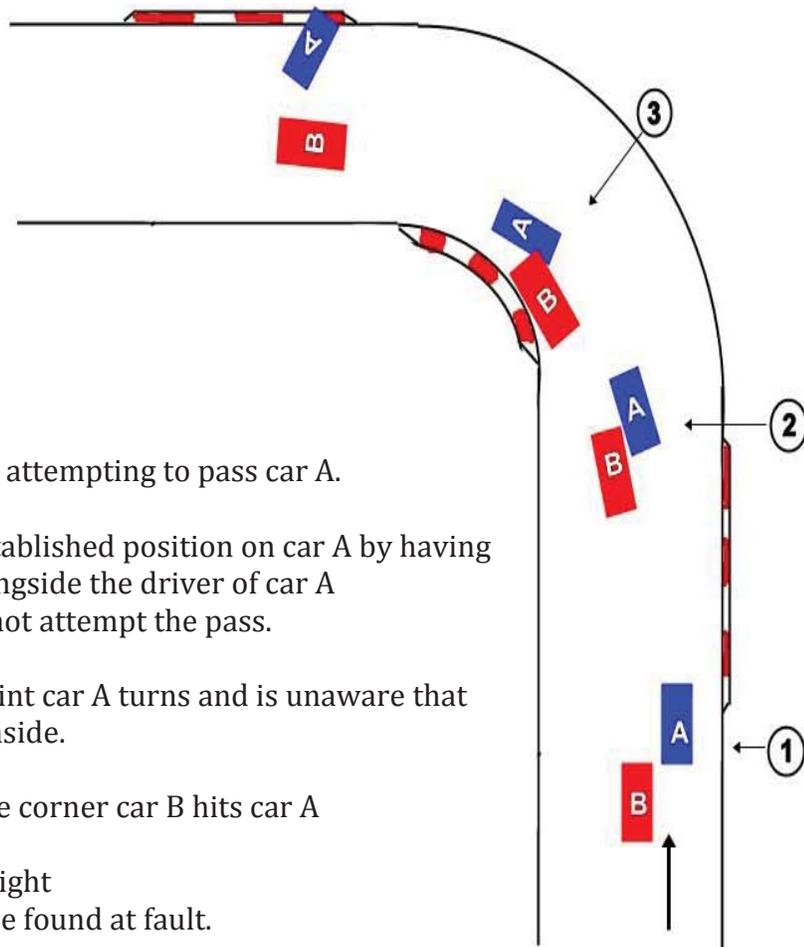
8.3. On Track Guidelines

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 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

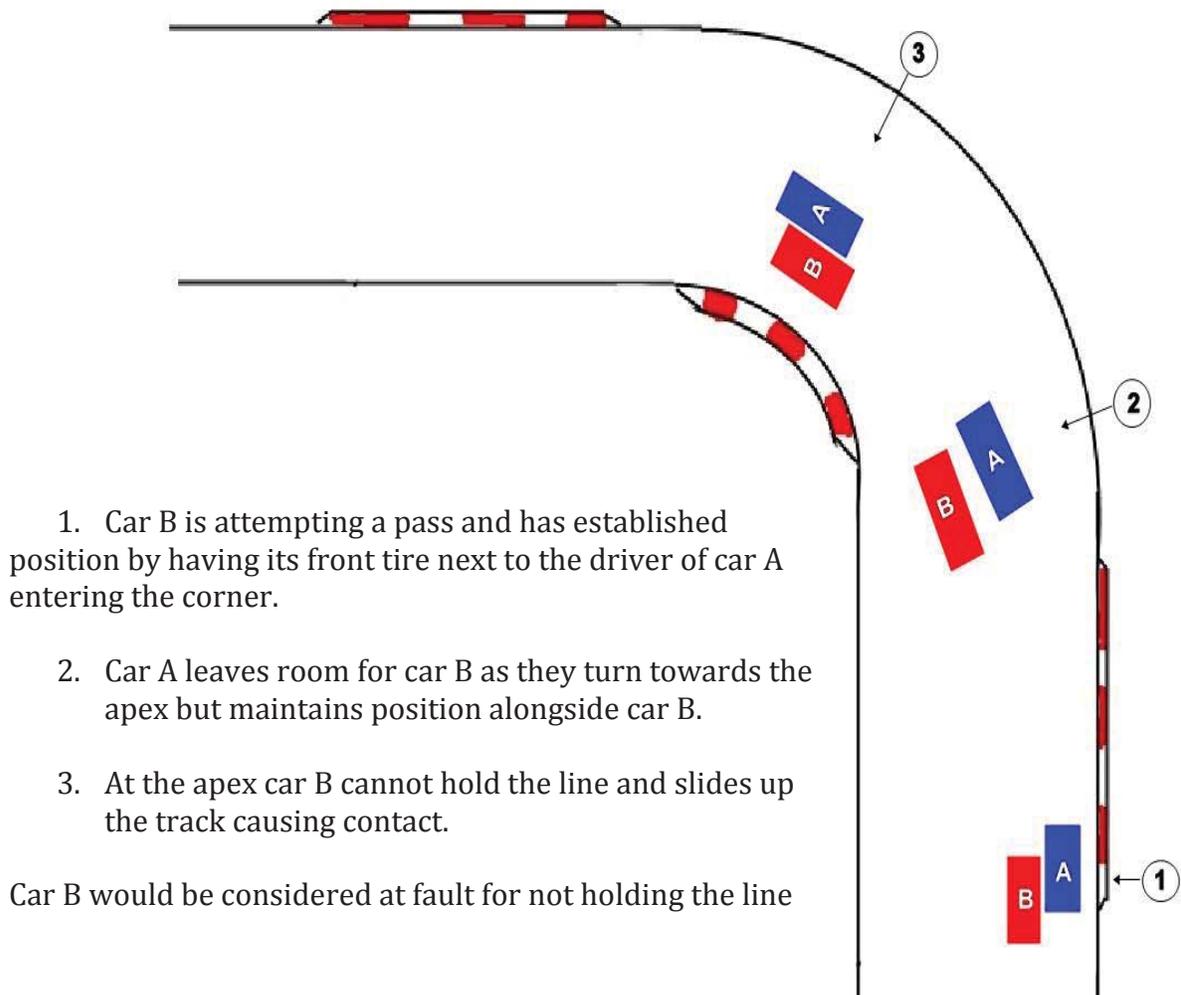


In this example, car B is attempting to pass car A.

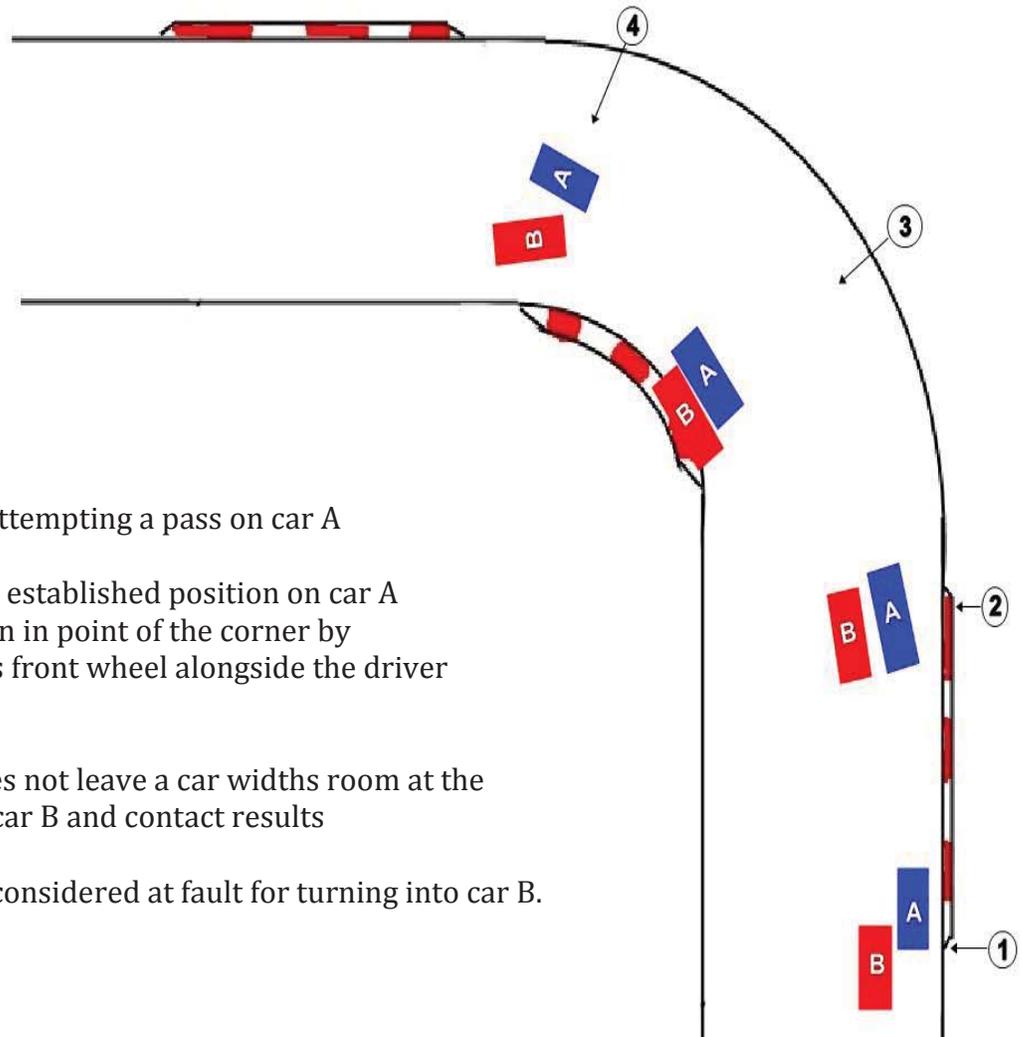
1. Car B has not established position on car A by having its front tire alongside the driver of car A so then should not attempt the pass.
2. At the turn in point car A turns and is unaware that Car B is on the inside.
3. At the apex of the corner car B hits car A

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

Example 2. Can't hold the line

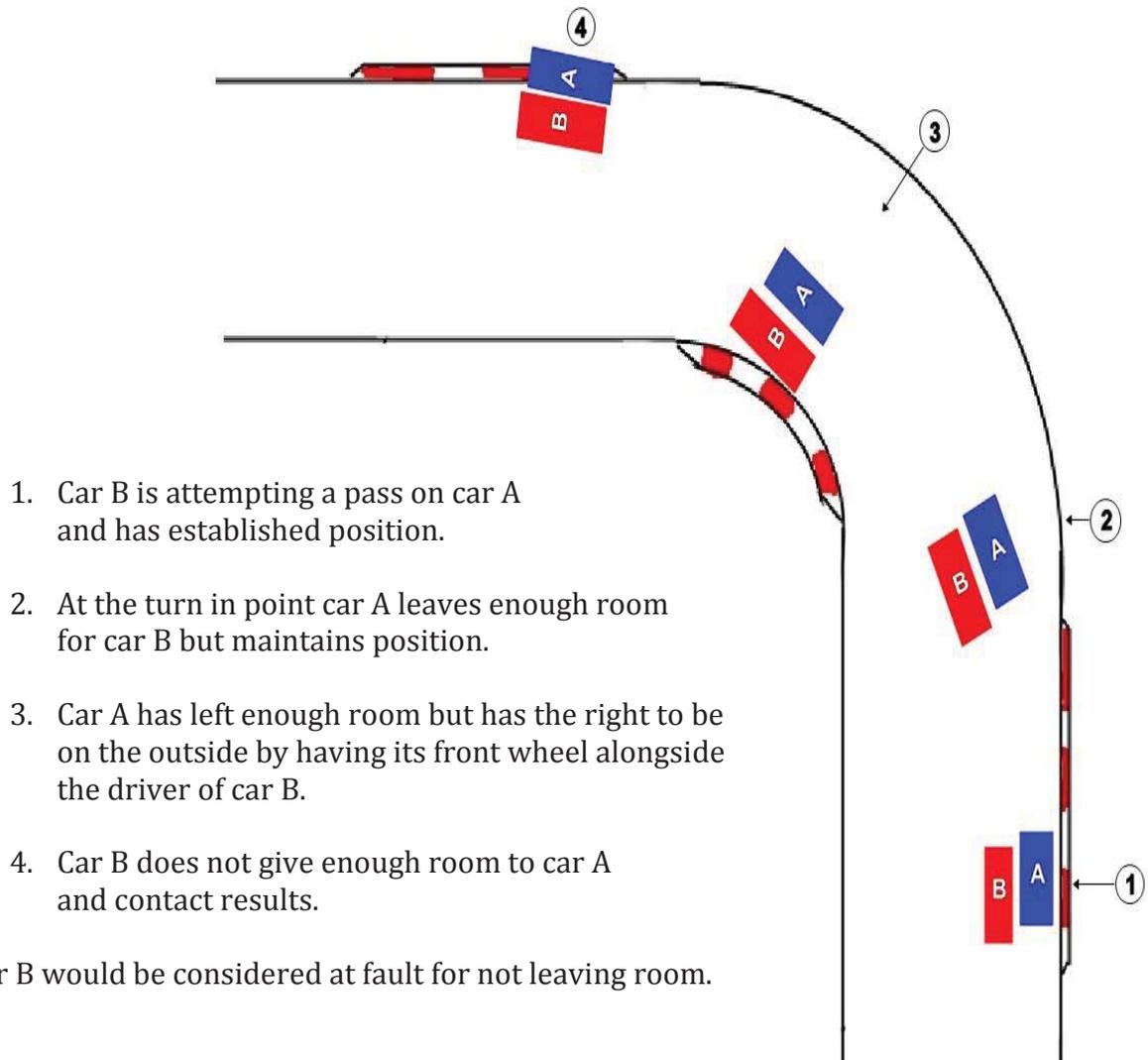


Example 3. Not leaving room at the apex

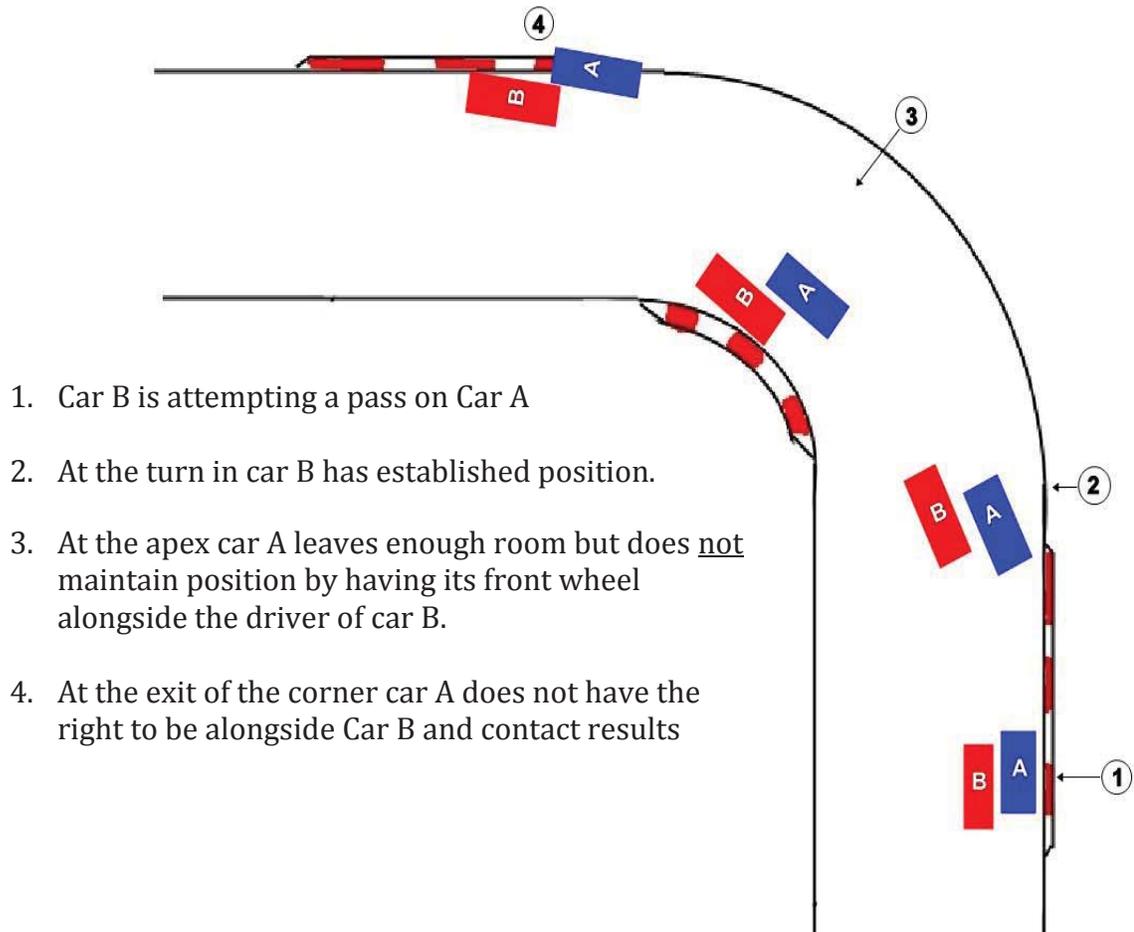


Car A would be considered at fault for turning into car B.

Example 4. No room at exit



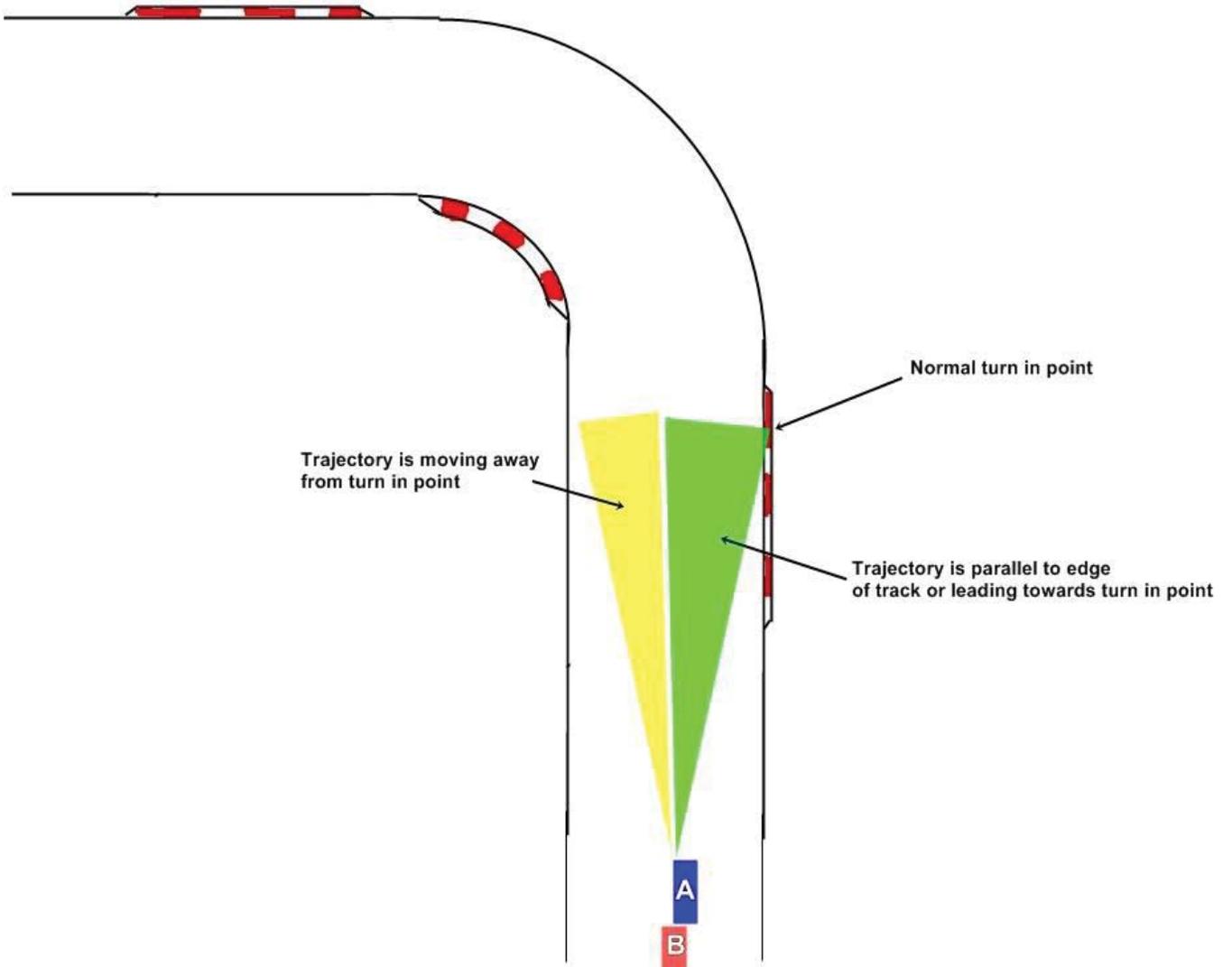
Example 5. Concede the exit

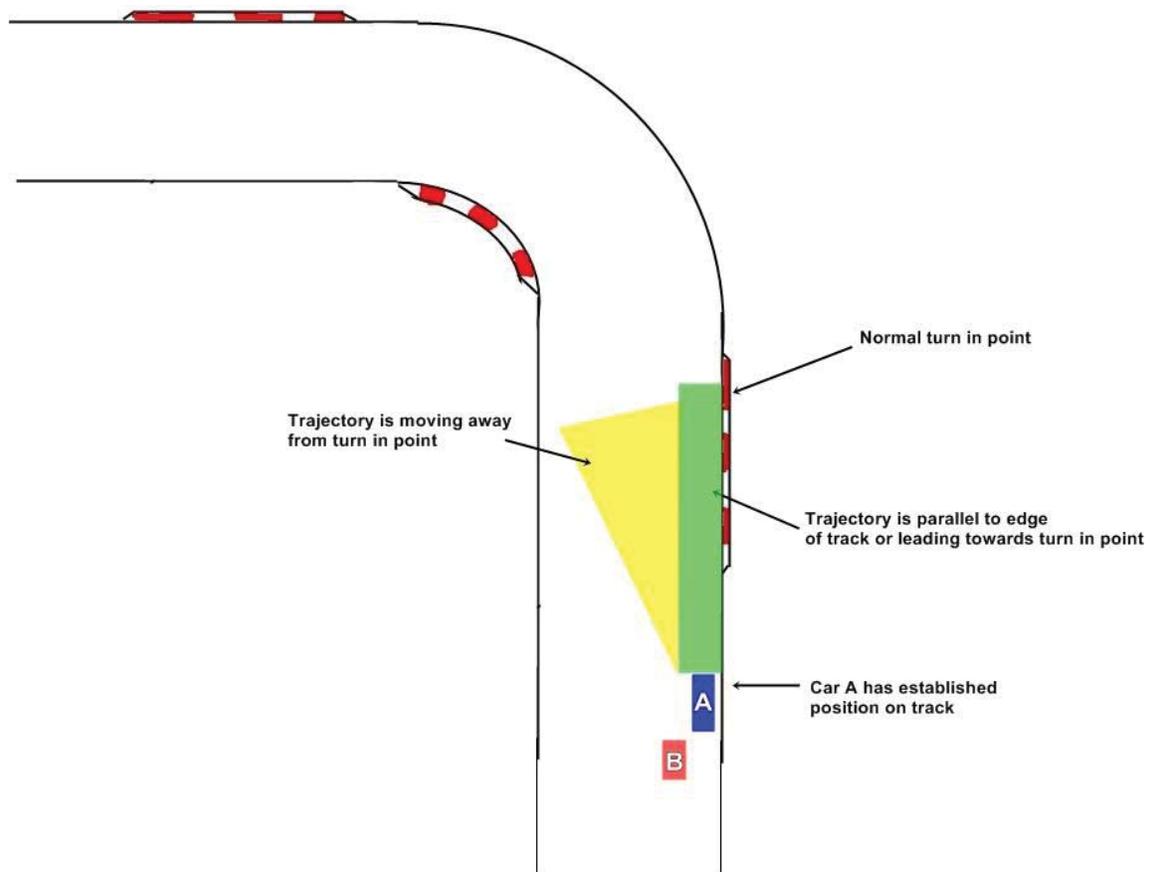


Car A would be found at fault for not conceding the corner when it was unable to hold position.

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.**





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

The penalties imposed may include the following

- Reprimand
- Black Flag (stop and go)
- Loss of time, lap or position
- Loss of points
- Probation of competition eligibility
- Disqualification from an event
 - a disqualification will result in no points awarded
 - race results with a DQ may not be used as a “drop” in final point standings
- 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 also the past 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 particular 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 positions
Racing incident/shared blame	2-4 positions
At fault incident	5-10 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 end result of an incident WILL be taken into account. 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.

9.3. Protests

Any participant has the right to protest the results of an event. Any protest must be lodged with the Chief Steward within one hour after the conclusion of an event. The protest must be presented in person to the Chief Steward who may request the protest be presented in writing. The Chief Steward shall then make a ruling within 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 with the exception of when the following races run on the same day or within consecutive days.

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.

An incident report form, such as can be found at the back of this rulebook, may be completed and submitted to the Chief Steward.

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 should include within the view, whenever possible, the drivers 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 minimum 2 grid spot penalty for the next race.

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.

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. During a qualifying session that involves cars that are not participating in a race all normal lapping session rules shall apply; proper consideration should be given to these drivers. During a qualifying session that only includes cars involved in racing, passing restrictions will not apply.

A driver’s single best lap time during the qualifying session shall determine the starting order for the race. In the case of a tie in qualifying times, the second fastest lap time will be used, then the third fastest, etc. to break the tie. A driver that does not participate in a qualifying session may be gridded at the back of the field upon approval from the Chief Steward. **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 back to the previous year if no points have been established in the current year.

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 race course behind the pace car. Any cars that are unable to start at the end of this minute, and after the field has been released, are to remain in this position until the field has passed. At this point, if they are able to start, they will be considered a late starter and will only be released to the circuit at the Chief Stewards command. Late starters shall not be allowed to regain their starting position, but must start from the back of the field.

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

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 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. 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 tie-breakers are second place finishes, third place finishes, and 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.

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 awarded to the top 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.

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 in any previous year in that class. The Chief Steward reserves the right to deem a driver ineligible for a rookie division based on prior racing experience.

13.3.2 Masters Division

The Masters Division is open to all drivers age 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 2005 or later Special Application (SA2005), or by the SFI with a SFI Sticker 31.1, or by the FIA standard 8860-2004 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 be used at all times while on the track.
- (i) Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.
- (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 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.

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 in advance 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 roll cage installed to help protect the occupant from injury during a roll-over. 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. It is highly recommended that all harness belts are replaced every two years.

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 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), with the exception of 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 in an effort to keep costs down and competition high. The Spec. Miata rules package created for SCCA National racing will be followed, with only minor changes. This will allow any car that is eligible for the Autobahn Racing Series Spec. Miata class to also be eligible for SCCA and other organizations such as NASA and Midwest Council with only minor changes according to each organizations particular 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. Technical Inspection

All cars must conform to the specifications set forth for the Spec. Miata 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. It is the driver's responsibility to provide fuel samples and/ or remove components as requested by the Technical Inspector.

16.3. Fuel

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

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.

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 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 SM7 Hoosier 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 that 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 be in compliance with the SCCA standards set forth in the GCR with the exception of intake and exhaust valves. Manley Intake Valves #STEW4 and Manley Exhaust Valves #STEW3 as provided by Manley Performance Products of Lakewood, NJ or Stewart Racing Engines of Indianapolis, IN 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.

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 particular 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 the majority of the group thinks someone does not qualify then they will not be allowed. This group would run with all other Miatas but can have their own point totals allowing for a race within a race. If the group decides as a whole to have a split start on some races, separating from the rest of the group, that could also be a possibility in some circumstances.

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)	78.0 x 83.7 1597 or alternate 78.25 x 83.7	N/A	9.4	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 235 Vented Disc (R) 232 Solid Disc	2250 or 2265 With Alternate Bore 2275 with allowable header
Mazda Mx-5/ Miata (94-97)	83.0 x 85.1 1839 or alternate 83.25 x 85.1	47mm	9.0	3.14, 1.89, 1.33, 1.00, 0.81	4.3 See Notes	(F) 255 Vented Disc (R) 252 Solid Disc	2350 or 2365 With Alternate Bore
Mazda Mx-5/ Miata (99-00)	83.0 x 85.1 1839 or alternate 83.25 x 85.1	38mm	9.5	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2400 or 2415 With Alternate Bore
Mazda Mx-5/ Miata (01-05)	83.0 x 85.1 1839 or alternate 83.25 x 85.1	40mm	10. 0	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2425 or 2440 With Alternate Bore

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 5 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 provided before a car is eligible to compete.** This dyno test must be performed on a Dyno-Jet dyno or one of the approved Autobahn shops. All approved Autobahn shops shall receive an adjustment factor based on previous tests to match Dyno Jet- dyno results as shown in the following chart.

<u>Approved Shop</u>	<u>multiply results by</u>
Black Dog Speed Shop	1.04
Fall-Line Motorsports	1.09
Eurosport Racing	.96
Havoc Motorsports	1.0
All Engine dyno results should be multiplied by	1.15

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
Solid (live) axle	+25
DOT tires	+5

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 Tony Kester
tonykester@autobahncc.com

Classes will be divided as indicated below using the vehicles Final Ratio number.

GT5 6.0:1-6.99:1
GT4 7.0:1-8.49:1
GT3 8.5:1-9.5:1
GT2 9.5:1-13.49:1
GT1 13.5:1-

All Porsche GT3 Cup cars will be considered GT5 class.

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

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 the car from the configuration used during the session. An additional fee of \$25 will be added to each competitor's entry fee to cover the additional costs of post-race inspections which may include a dyno test. 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.

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

17.4. Rewards Weights

In an effort to provide a more enjoyable experience for a wider range of competitors "rewards weights" will be used. Weight will be added or subtracted to the vehicles declared weight dependent upon finishing position in class after each race. These Rewards Weights will be adjusted as follows.

1 st place	must add 50 lbs. to minimum weight required for class
2 nd place	must add 25 lbs. to minimum weight required for class
3 rd place	no change
4 th place	may deduct 25 lbs. from minimum weight required for class
5 th place and lower	may deduct 50 lbs. from minimum weight required for class

Weights will be adjusted after each race with additions or subtractions based on the required weight from the previous weight. Example – A competitor who finishes 1st in class will be required to add an additional 50 lbs. to his weight declared in the GT Challenge Car Information form for the next race competed. In the next race if they finish 1st again another 50 lbs. would be required on top of the original 50 for a total of 100 lbs. added from the declared weight. If that competitor were to then finish 4th at the following race 25 lbs. would be allowed to be subtracted from the previous requirement resulting in that competitor being required to be 75 lbs. above the declared weight.

Rewards Weights shall be added or subtracted to a total of no more than 150 lbs. in either direction of a drivers declared weight.

18. 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, **Radicals Cup**, **Formula Lites**, and Formula Mazda. When enough participation warrants it these classes may be scored separately and have their own championship.

18.1. Senna Series

The Senna Series is a class within the Wings-n-Things series and uses the standard Formula Mazda race cars following the SCCA rules for the Formula Mazda class except where noted.

18.1.1. Senna Series Vehicle Specifications

All Senna Series cars shall adhere to the SCCA rules regarding the Formula Mazda class found in the SCCA GCR, except where noted below. Any revisions 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. For a complete list of specifications please refer to the 2013 SCCA General Competition Rulebook section 9.1.1.

18.1.2. Fuel

The 93 octane fuel available at the Autobahn fueling station shall be considered the spec. fuel. All cars that are subjected to a fuel test must match this fuel. Therefore it is highly recommended each car use fresh fuel from the Autobahn fueling station. If

a fuel is tested and shown to not match the base fuel it will be considered illegal and penalties may result.

18.1.3. Engine Testing

All engines will be dyno tested with the results being collected by the Race Director. An acceptable range of horsepower will be determined and reviewed with the competitors. All engines will receive an Autobahn seal to indicate that it has been tested and the results recorded. If it is determined that an engine does not fall within the acceptable range weight adjustments, or another approved form of parity adjustment, may be imposed. AN SCCA engine seal is not required.

18.1.4. Tires

The Hoosier FE tire and the Hoosier FE Rain tire will be the required tire for this class. All cars must race on the same set of tires as used for qualifying. Double header races require the same tire to be used in qualifying and both races. If a tire is damaged it may be replaced upon approval of the Chief Steward and that driver shall start at the rear of the field (exception would be a factory defect). Rain tires may be used at any time.

18.1.5. Gear Ratios

All cars shall use the following gear ratios. Each gearbox will be inspected and sealed.

Gear Set	Ratio
17:34	2.000
19:32	1.684
22:30	1.364
23:28	1.217
24:27	1.125
or 25:26	1.040

18.1.6. Weight

Minimum weight with driver = 1350 lbs w/ 6 port 13B, 1400 lbs w/ 4 port Renesis.

18.1.7. Liveries

All cars are required to utilize an historic Formula 1 or Indycar livery for eligibility to accumulate series points. A grace period of 2 race dates will be extended for new drivers or cars.

18.2. Radical Cup

18.2.1. General

The Radical Cup utilizes the Radical SR3 race car with the 1340cc engine. The rules package prepared by Radical Cup USA shall be followed in all circumstances as it is provided unless specifically addressed within these rules.

- (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.
- (c) Other models of Radical may be run but will not be eligible to be scored with the SR3. If enough participants enter similar models of Radical other than the SR3 a championship and rules package will be developed.

18.2.2. Technical Inspection

Officials may examine any car involved in a crash and determine if it's suitable for further participation and all members shall cooperate in the preparation of damage reports, photographs, videotaping and impact recording analysis. Any entrant refusing to follow the prescribed inspection procedures may be penalized.

18.2.3. Weight

- (a) Minimum weight for the Radical SR3 with the 1340cc engine including driver shall be **1580** lbs.
- (b) Ballast may be added to the car to insure minimum weight compliance provided it is mounted securely and does not present any safety hazards as determined by the Technical Director.

18.2.4. Tires

- (a) The only approved tires are those listed here.
 - Front Dunlop 200/580R15 H54D CM004
 - Rear Dunlop 265/605R16 H55D CM004
- (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 for any reason the driver will start the race behind the last car in its class.
 - (2) If more than one tire is changed for any reason the driver will start from pit lane and be released only after ALL cars in the race,

regardless of class, have passed and only at the direction of an official.

- (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.

(g) All tires to be used during qualifying or a race must be stamped (for that Event) by an official before the car is permitted on-track. This is the drivers responsibility to be sure this has been done.

18.2.5. Brakes

- (a) Only standard and upgraded brake calipers and rotors as provided by Radical Sportscars are permitted.
- (b) Brake pad compounds are limited to PFC 97, PFC 01, PFC 05, PFC 13 and Hawk RAD001.

18.2.6. Wheels

Only Radical Sportscars provided cast alloy wheels or three piece split rims, as well as Kodiak three piece split rim wheels are permitted.

18.2.7. Suspension

- (a) The front and rear suspension must use Radical Sportscars components and be unmodified.
- (b) Alternative front and rear anti-roll bars as provided by Radical Sportscars may be used.
- (c) Dampers must be either AVO or Intrax shock absorbers and retain standard valving.
- (d) Front and rear spring rates are open.

18.2.8. Wings & Splitters

- (a) Rear wing and front splitter must be run at all times and may be adjusted only as allowed within the original range as provided from the manufacturer.
- (b) Wickers are not permitted in any other location unless otherwise defined within the regulations.

18.2.9. Aerodynamics

Attachments or devices that are moveable or adjustable while the car is in motion and which may affect airflow are not permitted.

18.2.10. Bodywork

- (a) Fit and finish of bodywork is permitted provided it does not alter the components internal or external shape in any way.
- (b) All bodywork must be secured at all times. Loose bodywork may be subject to penalty, such as black flag.

(c) Holes may be drilled in the bodywork to accommodate the following:

- (1) Video camera
- (2) Radio antenna
- (3) Body fasteners
- (4) Data acquisition hardware
- (5) Jumper battery plug
- (6) Timing beacon

(d) Trimming bodywork is not permitted unless it's approved by the Technical Director.

18.2.11. Bodywork Repairs

(a) All repairs must conform to the Manufacturers original design criteria including weight.

(b) Structural Repairs - The Technical Inspector, in his sole discretion, will determine whether components are repairable or must be replaced, based on safety criteria.

(c) Teams are permitted to repair or have components repaired provided they meet the approval of the Technical Inspector.

18.2.12. Fasteners

All fasteners must be used and remain in the locations as delivered. Tape is not permitted as a single source of attachment for any component.

18.2.13. Seating/Belts/Hans/Helmet

(a) The drivers seat must conform to the drivers anatomy and be constructed of a material that will permit support and energy attenuation both laterally and rearward. The material must fill around as much of the driver as possible.

(b) When the driver is seated, there must be a smooth transition of energy attenuating material between the top of the seat and the headrest. There must be no projections that could provide a fulcrum between the driver's head and neck.

(c) An approved seat belt with a quick-release mechanism must be used. Both the fastening design and condition of the belt is subject to inspection. Seat belts should be in good condition with no frays or cracks. It is highly recommended that all seat belts are replaced every two years.

(d) Seat belts must be worn in such a manner that they are tight and pass around the pelvis at a point below the anterior superior iliac spines.

(e) Seat belts must not pass over the sides of the seat. They must pass through the seat at the bottom on each side thereby wrapping and holding the pelvis over the greatest possible area.

- (f) 6 point (crotch) belts must be connected to the main belt quick-release mechanism and securely attached to the chassis.
- (g) Seat belts which have been used in a crash suspected to be in excess of fifty (50) G's must be replaced.
- (h) The use of arm restraints is **mandatory**.
- (i) The drivers helmet must not protrude above a straight plane from the top of the roll bar to the top of the front cockpit crash structure.
- (j) Roll bar padding meeting FIA 8857-2001 requirements or higher is recommended for all roll bars that a drivers helmet may come in contact with during an accident.
- (k) The use of the EJECT helmet removal system, produced by Shock Doctor, is mandatory for all Radical Cup drivers. This should be accompanied by the Eject sticker placed on the helmet to advise emergency personnel of its presence.

18.2.14. Mirrors

Mirrors must be used as supplied by the manufacturer.

18.2.15. Fire Equipment

- (a) Fire equipment provided by the chassis manufacturer must remain in the designated locations. The onboard extinguisher must remain active.
- (b) The trigger must be marked with the letter "E" and be operable by the driver when seated within the cockpit.

18.2.16. Electronics

- (a) Any modification to the main wiring harness or the engine control unit (ECU) harness must be approved by the Technical Inspector.
- (b) Alternator must be as provided by Radical Sportscars and must be functional at all times.
- (c) Battery - The battery must be securely mounted in the standard position without modification to the exterior shape of the original battery box. The size and type of battery are not mandated provided they are a 12 volt gel cell.
- (d) Starter motor - The on-board starter motor must remain functional except when deactivated by the master switch and be capable of multiple starts.
- (e) The positive (+) terminals of the battery, starter and alternator must be insulated.
- (f) Circuit breaker - Cars must be equipped with one master circuit breaker kill switch accessible from outside of the car to control all electrical power. The circuit breaker must be clearly marked by the appropriate decal.
- (g) Rain lights must be functional for all on-track activity.
- (h) The standard ECU as provided by Radical Sportscars must be used and may not be reprogrammed in any way. The ECU must be mounted in the position as supplied from the manufacturer and be easily accessible.

18.2.17. Driveshafts & Hubs

Only parts provided by the Manufacturer are permitted. These must be used as supplied without modification.

18.2.18. Wheel Tethers

The use of wheel tethers are highly recommended.

18.2.19. Engine

(a) Engines must be installed as-delivered from RPE (Radical Performance Engine) and must not be modified. All engines must have approved seal from RPE. Engines may be dynoed at any time per the Race Directors request.

(b) Spark Plugs - Spark plugs are unrestricted.

(c) The cooling system must use oil and water radiators as provided by Radical Sportscars and must not be modified with the exception of using blockers to control temperature.

18.2.20. Fuel

(a) Fuel is unrestricted at this time although 98 octane is recommended by Radical Sportscars.

(b) The standard fuel pump as provided by Radical Sportscars must be used.

18.2.21. Hoses & Fittings

Hoses, fittings, nuts and bolts may be individually sourced by teams. Hoses may be replaced with hard lines provided the original internal diameter remains in place.

18.2.22. Gearbox

(a) The standard integral gear box must be used with the ratios as provided by the manufacturer. The gearbox and all internal components must be used as supplied without modifications.

(b) All six (6) speeds must remain in the gearbox during on track activity. Reverse must be functional at all times and the driver must be able to engage it from the cockpit.

18.3. Pro Mazda series

The Pro Mazda series utilizes the Pro Mazda chassis. This is the same race car driven in the Road to Indy Pro Mazda series with only minor modifications as listed below.

18.3.1. General

(a) All components provided by an authorized manufacturer or supplier must be used as provided unless otherwise stated in these rules or in update bulletins. For avoidance of doubt these rules currently provide for no modification of any component with exception for the allowance of replacement of parts produced as an exact replica where indicated.

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

(c) Magnesium and/or titanium must not be used for any part of the car unless specifically listed in the Rules and specified by part number and/or description.

18.3.2. Technical Inspection

Officials may examine any car involved in a crash and determine if it's suitable for further participation and all members shall cooperate in the preparation of damage reports, photographs, videotaping and impact recording analysis. Any entrant refusing to follow the prescribed inspection procedures may be penalized.

18.3.3. Vehicle Dimensions

(a) All dimensions are measured in inches and must remain within the following tolerances.

(1) Front track - 61.5"

(2) Rear track - 58.5"

(3) Wheelbase - 100.5" (255.27 cm) +/- 0.5 in. (1.27 cm)

(4) Length - 167"

18.3.4. Wings & Wickers

(a) Both front and rear wings must be run at all events in the locations and configuration determined by the chassis manufacturer. The only approved aero configurations are:

(1) Front - part #110-602 (or exact substitute)

(2) Rear - part # 110-614 (or exact substitute)

(b) Wickers may only be added to the trailing edge of the front flaps and rear mainplane. All wickers must be a maximum of 0.750" tall (measured as total height) and fastened 90 degrees to the mounting surface. The rear vertical face of the wickers must be positioned on the trailing edge. Wickers are optional.

(c) The rear vertical face of all wickers must be positioned on the trailing edge of the front and rear wing elements and main planes (when applicable). All wickers, regardless of location must be a maximum 0.063" thick.

(d) Wickers are not permitted in any other location unless otherwise defined within the regulations.

(e) Previous aluminum wing package is acceptable

18.3.5. Wing Dimensions

(a) Front

(1) The angle of attack for the front wing main plane is fixed as supplied by the manufacturer.

(2) Front wing flaps may be adjusted within the range provided.

(3) Overall width 54.750 in. (139 cm)

(b) Rear

(1) The rear main plane and upper elements are fixed.

(2) The rear wing flap may be adjusted within the range provided.

(3) Overall width 39.0 in. (99 cm)

18.3.6. Underwing

Diffuser center brackets must be installed and use the bottom bolt on the FTR rear bearing carrier.

18.3.7. Skids

(a) The skid plate must be used without modification as provided by the chassis manufacturer. The only approved skid materials are steel or Jabroc. Skids made from Jabroc must have a minimum thickness of 4mm when new.

(b) All skids require inspection holes of 1.25" diameter. The outer profiles of front and rear skids must remain intact regardless of thickness.

(c) Rear skids beneath the adaptor housing may be omitted.

18.3.8. Aerodynamics

Attachments or devices that are moveable or adjustable while the car is in motion and which may affect airflow are not permitted.

18.3.9. Bodywork

(a) Fit and finish is permitted provided it does not alter the components internal or external shape in any way.

(b) Mating surfaces between the monocoque and nose must not have a gap greater than 0.080".

(c) Holes may be drilled in the bodywork to accommodate the following:

(1) Video camera

(2) Radio antenna

(3) Body fasteners

(4) Data acquisition hardware

(5) Jumper battery plug

- (6) Timing beacon
- (d) Trimming bodywork around the right hand side pod to facilitate cooling is permitted provided it's approved by the Technical Director.
- (e) Heat shielding may only be applied to the following locations.
 - (1) Engine Frame
 - (2) APV Actuator
 - (3) Radiator
 - (4) PFM Fuel Lines or equivalent
 - (5) Gear Change Cable, throttle cable
 - (6) Engine Cover, RH Lower Side Pod, RH Upper Side Pod
 - (7) RR Lower A-arm, RR pushrod, RR Brake Line, RR upper A-arm
 - (8) Header Tank, Fuel Cell Cover
 - (9) Rear Damper Remote reservoir(s)
 - (10) Air box (bottom only, external)
- (f) The installation of additional panels for heat shielding is prohibited.

18.3.10. Carbon Composite Repairs

- (a) All repairs must conform to the Manufacturers original design criteria including weight +/-
- (b) Structural Repairs - The Technical Inspector, in his sole discretion, will determine whether components are repairable or must be replaced, based on safety criteria.
- (c) Repairs to other remaining body components not listed above may be performed by Teams or by alternate repair companies provided the original shape and design is maintained.
- (d) Teams are permitted to repair or have components repaired provided they meet the approval of the Technical Inspector.

18.3.11. Fasteners

- (a) All fasteners must be used and remain in the locations as delivered. Tape is not permitted as a single source of attachment for any component.
- (b) Fasteners must be commercially available.
- (c) Cables of alternate source are permitted provided they are of similar specification and weight to the original supplied components. Replacement cables must be routed through existing holes.

18.3.12. Inlet and Exit Panels

Inlet blanking panels may be used, provided they are securely fastened and may only protrude into the inlet duct a maximum of 1.50 inches.

18.3.13. Radiators/Coolers

Coolers are a Team sourced item. Radiator fans are optional.

18.3.14. Cockpit

(a) Cockpit regulations are intended for the best interests of the drivers safety, comfort and posture. These must be adhered to in the fullest. Minor changes in the cockpit configuration to accommodate Driver comfort and operation of the car controls is permitted.

(b) A 1" radius semi-circle may be cut in the thin lip of the tub behind the steering wheel to accommodate the installation of dash displays.

(c) Holes no larger than .1875" may be drilled in the inner skin of the cockpit to facilitate secure attachment of optional permitted parts via rivet or threaded insert. Examples include radio boxes, data sensors and ballast. Holes in the outer skin are permitted in areas contained by the side pods, nose, shock cover or front splitter to facilitate secure attachment of optional parts with rivets or threaded inserts.

Exceptions are as follows

(1) Two holes no larger than 0.175 inches may be drilled into the outer skin on each side of the tub to accommodate ride height gauges.

(2) Holes may be drilled and filled in order to inject reinforcing material filler into the tub as a field repair to cracks in the tub until suitable permanent repairs are made.

18.3.15. Headrests

(a) Headrests must be used as supplied.

(b) Headrests must be attached by the chassis Manufacturer supplied mechanism. The headrest must be in place during the technical inspection process and during all on-track activity.

(c) Additional side padding must not exceed the height of the standard headrest as viewed from the side profile. Rear padding must not exceed the height or width of the headrest as viewed from the front. All padding must be contained in the original headrest dimensions as looked at in plain view.

(d) Additional padding must be removable independent of each other and without the use of tools. All padding must be manufactured completely of foam although each piece may have a single layer Kevlar backing to assist in the mounting provided that it remains flexible and does not interfere with the original function of the as-delivered headrest.

(e) Any covering used on the additional padding must remain flexible. All additional pads and coverings must be inspected and approved before use.

18.3.16. Seating/Belts/Hans/Helmet

(a) The drivers seat must conform to the drivers anatomy and be constructed of a material that will permit support and energy attenuation both laterally and rearward. The material must fill around as much of the driver as possible.

(b) When the driver is seated, there must be a smooth transition of energy attenuating material between the top of the seat and the headrest. There

must be no projections that could provide a fulcrum between the driver's head and neck.

(c) An approved seat belt with a quick-release mechanism must be used. Both the fastening design and condition of the belt is subject to inspection. Seat belts should be in good condition with no frays or cracks. It is highly recommended that all seat belts are replaced every two years.

(d) Seat belts must be worn in such a manner that they are tight and pass around the pelvis at a point below the anterior superior iliac spines.

(e) Seat belts must not pass over the sides of the seat. They must pass through the seat at the bottom on each side thereby wrapping and holding the pelvis over the greatest possible area.

(f) 6 point (crotch) belts must be connected to the main belt quick-release mechanism and securely attached to the chassis.

(g) Seat belts which have been used in a crash suspected to be in excess of fifty (50) G's must be replaced.

(h) The use of arm restraints is recommended.

(i) The drivers helmet must be below the chassis mounting face of the roll hoop.

(j)) The use of the EJECT helmet removal system, produced by Shock Doctor, is mandatory for all Pro Mazda drivers. This should be accompanied by the Eject sticker placed on the helmet to advise emergency personnel of its presence.

18.3.17. Mirrors

Mirrors must be used as supplied by the chassis manufacturer. The minimum glass dimension is 8.53 square inches per mirror.

18.3.18. Windscreen

A cockpit windscreen may be added provided it does not exceed 18 square inches. The maximum height must not exceed 3.00" measured to the monocoque on the forward face. The windscreen must be made of flat stock only.

18.3.19. Pedals

The pedal mounts have multiple adjustments and can be moved as required.

18.3.20. Fire Equipment

(a) Fire equipment provided by the chassis manufacturer must remain in the designated locations. The onboard extinguisher must remain active.

(b) The trigger must be marked with the letter "E" and be operable by the driver when seated within the cockpit.

18.3.21. Electronics

(a) Any modification to the main wiring harness or the engine control unit (ECU) harness must be approved by the Technical Inspector.

(b) ECU's are mapped and sealed, discrepancies may result in penalties up to and including disqualification.

- (c) Lambda sensor connected to and monitored by the ECU and Lambda sensor connected to and monitored by the Motec ADL and ADL 2 dash are optional but recommended.
- (d) Battery - The battery must be securely mounted in the standard position (LH sidepod) without modification to the exterior shape of the original battery box. The size and type of battery are not mandated provided they are a 12 volt gel cell.
- (e) Starter motor - The on-board starter motor must remain functional except when deactivated by the master switch.
- (f) The positive (+) terminals of the battery, starter and alternator must be insulated.
- (g) Circuit breaker - Cars must be equipped with one master circuit breaker accessible from outside of the car to control all electrical power. The circuit breaker must be mounted on the right side of the roll hoop and clearly marked by the appropriate decal.
- (h) Rain lights must be functional for all on-track activity.

18.3.22. Suspension and Steering

- (a) All suspension components as provided by the chassis manufacturer must be used within the range of adjustment provided and without modification.
 - (1) Only one suspension pickup point has an optional location. The rear lower control arm must be located in either of the forward, inboard mounting points provided on the transmission adaptor case.
 - (2) Spacer between the tub and the lower pin must always be in place.
 - (3) Roll centers and suspension geometry are only adjustable via the rod ends attached to the control arms. Any attempt to alter any pickup location using shims, spacers, washers or any other method is prohibited.
 - (4) The lower rear wishbone clevis on the LH rearward leg may be modified only to facilitate removal of gearbox side cover.
- (b) Toe, camber and castor may be adjusted, provided they are within the chassis Manufacturer's suspension specifications. When a tire manufacturer provides a maximum camber, this will supersede the Chassis manufacturers maximum adjustment.
- (c) Anti Roll Bars and Blades - Only blade (part # 000-510) or exact equivalent may be used with either the 19mm or 20.5mm roll bars.
- (d) The suspension pushrod cut out may be enlarged on the damper cover to accept the updated rocker package. The only approved rockers for use are as follows:
 - (1) Front rocker (part # 000-588)
 - (2) Rear rocker (part # 020-533)
 - (3) Earlier versions of front and rear rockers are also acceptable.

(e) Pushrods - Front pushrods must measure between 17.50 inches and 21.1875 inches overall. Both sides must be the same length and be used within the permitted adjustment range. Earlier versions of pushrods remain approved.

(f) Steering - The rack must be used as supplied by the chassis manufacturer except:

(1) Steering arms and pinions may be changed with alternate approved options as provided.

(2) The rack bar and pinions may be de-burred, shot peened or polished.

(3) A 0.125" diameter hole may be drilled for purposes of installing an alignment pin.

(g) Weight jackers - Weight jackers are not permitted.

(h) Uprights - Uprights must be used as specified by the Manufacturer. Only the approved bearings and seals may be used without modification. Hybrid and/or ceramic bearings are not approved for use.

18.3.23. Brakes and Ducts

(a) Only approved supplier components may be used.

(b) Brake rotors must be from PFC or Alcon.

(c) Temperature bands may be used around the inner circumference of the vanes.

(d) Minimum rotor thickness is 0.679"

(e) Brake calipers (including seals) must be used as supplied without modification. Any devices designed to push or pull back pistons (other than knock back springs) are not permitted. The rear caliper must be installed in the forward location.

(f) Knock back springs (part # 040-551) may be installed for all events.

(g) PFC and Hawk are the only approved brake pad manufacturers. Pads must be used as supplied without modification and may be siliconed to the piston if desired.

(h) Master cylinders are a Team sourced option.

(i) Brake ducts - The brake ducts must be used as supplied without modification. Tape is the only approved method for regulating airflow into the brake ducts.

18.3.24. Dampers and Springs

(a) The only approved damper is the Ohlins TTX36 or Ohlins T44. Dampers must be run without modification.

(b) Dampers are sealed and may only be rebuilt by Haas Auto, Star, or Havoc Motorsports.

(c) Damper valving spec is as follows:

(1) Front and rear T44 dyno curve

(2) Front and rear TTX36 dyno curve

- (d) Packers and bump rubbers are not permitted for use.
- (e) One (1) bearing per spring is permitted, part # 000-562.
- (f) Only approved springs may be used. The following spring rates and part numbers are approved:

Rate (Pounds)	Part Number
400	000-584
500	000-585
600	000-537
700	000-538
800	000-539
900	000-540
1000	000-541
1100	000-542
1200	000-543
1300	000-544
1400	000-545
1500	000-546

18.3.25. Driveshafts & Hubs

Only parts provided by the Chassis Manufacturer are permitted. These must be used as supplied without modification.

18.3.26. Wheel Tethers

The use of the SWEMS wheel tethers or another approved system is highly recommended.

18.3.27. Wheels

- (a) BBS is the only approved wheel manufacturer permitted. Wheels must be used without modification. Alternate manufacturers may be used with approval only.
- (b) Pressure regulating devices are not permitted.
- (c) Wheel locks are mandatory. Cars are not be permitted on-track without wheel locks.

18.3.28. Tires

- (a) The only approved tires are the Pro Mazda spec Cooper and the Hoosier FE.
 - (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 for any reason the driver will start the race behind the last car in its class.
- (2) If more than one tire is changed for any reason the driver will start from pit lane and be released only after ALL cars in the race, regardless of class, have passed and only at the direction of an official.
- (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.

(g) All tires to be used during qualifying or a race must be stamped (for that Event) by an official before the car is permitted on-track. This is the drivers responsibility to be sure this has been done.

18.3.29. Weight

- (a) The minimum weight of the car including fuel, all lubricants, coolants and the driver is 1335 pounds.
- (b) Ballast is permitted but must be securely mounted to the monocoque.
- (c) Aluminum under-trays (Part # 030-522) may be replaced with steel (Part # 030-554) or multiple under-trays may be fitted for ballast.

18.3.30. Engine

- (a) Engines must be installed as-delivered from an approved engine builder and must not be modified. Engines may be dynoed at any time per the Race Directors request.
- (b) The approved engine shall be a Mazda 13B "Renesis" rotary, as assembled, sealed and delivered by SpeedSource, Drummond Motors, or Havoc Motorsports in either the 4 injector or 6 injector configuration. The engine shall be sealed to discourage tampering. No impregnating materials shall be used in any part of the engine including but not limited to the throttle body, oil pump, upper and lower intake manifolds, VDI & SSV valve components and the APV valve barrels and gear drive. No porting, polishing, or any other surface treatment is permitted on any part of the Engine including but not limited to the throttle body, oil pump, upper and lower intake manifolds, VDI & SSV valve components and the APV Valve barrels and gear drive.
- (c) ECU - Motec M-400 (P/N 080-515) specific configuration and mapping required. Specific ECU configuration is as designated for either the 6 injector or 4 injector system. Mismatches are prohibited and may result in severe engine damage.
- (d) Engine Timing - Ignition timing must not be more than 20 degrees BTDC measured at or below 2000 RPM.
- (e) Alternator - Alternator must be unmodified, in working order at all times, with belt tension according to factory tolerance. Any method for defeating the function of the alternator is prohibited.
- (f) Spark Plugs - Spark plugs are unrestricted

- (g) Air Box - (P/N RESET Air Box) air box is permitted.
- (h) Air box must use Filter (PRESET Air Filter) with the designated Pro ECU map and RESET Air Box may be used on any permitted engine with designated ECU map.
- (i) Air boxes (P/N 050=560 and 050-639) only permitted for engines not yet updated to RESET and must use the respective filter and designated ECU map.
- (j) No material or substance of any kind may be placed / added inside the upper or lower air box.
- (k) Modifications are prohibited to the upper or lower air box.
- (l) All air entering the Engine must pass through the air filter before entering the throttle body.
- (m) No form of heating may be used when the car is outside its assigned tent or garage area.
- (n) Oil Filter - Oil filter minimum 15 micron. Replaceable filter elements should be replaced with every engine change and oil change.
- (o) 2009 version Mazda 13-B P/N 050-524S Engine permitted and must use P/N 050-609 oil pressure regulator.
- (p) Engine oil is unrestricted.
- (q) Catch Tanks - Oil catch tanks must be fitted to the Engine and transmission breathers venting to atmosphere in such a way as to decrease the likelihood of oil spilling on the track. Minimum capacity (1) liter.

18.3.31. Fuel & Fuel System

- (a) The approved fuel cell is part #070-501 which meets FIA Spec FT-3.
- (b) Surfacing of the surge tank doors to increase the likelihood of a proper seal is permitted.
- (c) Fuel pressure must be 56 psi +/- 2 psi as measured in the fuel line before the fuel pressure regulator with the engine running below 2000 rpm.
- (d) Fuel line lengths are free provided the lines are AN-6 only.
- (e) The plumbing sequence of major components is as follows and must not be modified:
 - (1) Fuel Filter (P/N 070-522)
 - (2) Fuel Pump (P/N 070-507 or P/N 070-530)
 - (3) Bulkhead fitting top of Fuel Cell
 - (4) Secondary fuel rail
 - (5) Primary fuel rail
 - (6) Male dry break coupling (P/N 070-522 recommended)
 - (7) Female dry break coupling (P/N 070-526 recommended)
 - (8) Fuel Pressure Sensor. (P/N 095-145)
 - (9) Fuel Pressure Regulator (P/N 070-511)
 - (10) Bulkhead fitting for fuel return top of Fuel Cell
- (f) Competitors may direct the fuel returning from the pressure regulator to the fuel cell in any way they deem necessary but must incorporate the following components in the order, between the regulator and fuel cell: Male Dry Break (P/N 070-526 recommended), Female Dry Brake (P/N 070-

522recommended). The coupling must be installed with a lanyard around the roll hoop and rearward leg.

(g) A secondary inline fuel filter may be fitted to the system at any point; however, it must not be substituted for the fuel pump filter.

(h) Two fuel pumps are permitted (with Filter P/N 070-522):

(1) Low Volume P/N 070-507

(2) High Volume P/N 070-530

(i) An external fuel desiccant device is permitted.

(j) Fuel injectors are sealed and not serviceable by the Team. These will only be serviced by SpeedSource and replaced with serialized injectors.

(k) The only approved fuel is Sunoco GTX 260 (pre-lubed). Fuel must be stored and used at ambient temperature and additives may not be used. Fuel is subject to testing at any time.

(l) Plumbing of the fuel cell lines is free provided the internal hose diameters are not changed. Each engine is provided with a proprietary fuel line with cannot be changed. This must remain fitted to the engine fuel rail and be connected directly to the self-sealing breakaway valve.

(m) A lanyard, self-secured self-sealing breakaway valve should be used on the supply line and return lines.

18.3.32. Exhaust

The exhaust system must be used without modification as homologated and supplied by the engine manufacturer. Internal or external coatings or wraps for heat reduction are permitted.

18.3.33. Clutch Assembly

(a) Quartermaster is the only approved clutch supplier. The only components approved for use are:

(1) part # 060-669 (white spring)

(2) part # 060-694 (2 disc gear drive)

(b) The clutch master cylinder manufacturer is not mandated.

18.3.34. Hoses & Fittings

Hoses, fittings, nuts and bolts may be individually sourced by teams. Hoses may be replaced with hard lines provided the original internal diameter remains in place.

18.3.35. Gearbox

(a) The only gearbox approved for use is the Hewland FTR 6-speed sequential non-limited slip diff with a 9/31 final drive. The gearbox and all internal components are intended to be used as supplied without additions or changes.

(b) Remming of gearbox components is permitted.

(c) All six (6) speeds must remain in the gearbox during on track activity. Reverse must be functional at all times and the driver must be able to engage it from the cockpit.

- (d) Hewland FTR “L” lightweight parts are prohibited.
- (e) Only seals provided by Hewland are permitted. Low-friction seals are not permitted.
- (f) Gearbox heaters may be used in the Teams tent or garage area only.
- (g) The only updated gearbox internals approved are:
 - (1) FTR-15 pinion nut revision
 - (2) Cross shaft
 - (3) Oil galleys and holes in differential
 - (4) FTR-212-FD 4 gear shaft
- (h) The “short stack” gear set is the only approved gears

12/29

15/30

15/25

19/27

20/25

19/21

19. ENDURO SERIES

19.1. 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.

19.2. 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 particular event for licensing and vehicle requirements.

19.3. Rules

The rules for the Enduro races can be found at www.autobahnenduro.com

Appendix A

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 2016 racing season the structure will be as follows.

Chase Race best 5 results of 8 races

Spec. Miata best 10 results of 14 races

GT Challenge best 7 results of 10 races

Wings-n-Things best 7 results of 11 races
(Applies to classes within also)



2016 Autobahn Member Racing League Schedule

Date	Spec Miata		GT Challenge		Wings-n-Things		Chase	Enduro	Other
	Track	Time	Track	Time	Track	Time			
April	8						5:30		
	9	F	2:30						Auto-X
	10			F	3:00	F (combined)	1:00		
	23	S	2:30						
May	7			TBD	2:30				Auto-X
	13						5:30		
	14					S (RC only)	1:00		
	15	N	2:00						
	21					N (PM only)	3:30		
June	4			S	3:00	S (combined)	1:30		
	5	S (dbl)	11:30,2:00						
	11							S (3.5hr)4:30	
	17						5:30		
	18	F	TBD			F (RC & PM separate)	TBD		
	19			F	TBD	F (RC only dbl)	TBD		Auto-X
July	15						5:30		Auto-X
	16	S	2:00	S	11:30				
	17					S (combined)	3:15		
Aug	6&7	?(dbl)	TBD	?(dbl)	TBD	?(combined?)	TBD		
	12						5:30		
	13							S (5 hr) 5:00	
	20			S	TBD				
	21	S	TBD						Auto-X
	28					S (PM only)	1:30		
Sept	9						5:30		Auto-X
	10	N	2:00			N (Rad only)	3:30		
	17					N (PM only,dbl)	1:30, 3:30		
	18			N	2:30				
	24	S	3:00						
Oct	1	N	3:00						
	2					N (separate)	1:15 RC 3:15 PM		
	8	rain date							
	14						4:30		
	15	F	TBD	F	TBD	F (combined)	TBD		
	16								Auto-X
	29							F (12hrs)	
Nov	5							Awards Dinner	

ALL TIMES ARE APPROXIMATE AND SUBJECT TO CHANGE. PLEASE CHECK DAILY SCHEDULES.



GT Challenge Car Information Form

Use this form to determine your class in the GT Challenge series.

If you have questions or need assistance please contact Tony Kester tonykester@autobahncc.com

Name _____

Car Make/Model _____

Car # _____

Enter the maximum wheel horsepower indicated on the dyno chart
 Note: if the torque exceeds the max hp you must average them
 and enter this number

Adjustment for dynos other than Dyno Jet

Approved Shop multiply results by

Black Dog Speed Shop 1.04

Fall-Line Motorsports 1.09

Eurosport Racing 0.96

All Engine dyno results should be multiplied by 1.15

This will give you your **adjusted HP rating**

Enter your **declared weight** (car and driver)

Divide your **declared weight** by your **adjusted HP Rating**

This gives you your **Baseline Ratio**

Add or subtract as needed for each of these factors that apply

- | | | |
|---|---|-------|
| Absence of aerodynamic devices including wings, ground effects, or other aero aids with the exception of spoilers | ✓ | +0.5 |
| Dog type transmission | | -0.25 |
| Sequential transmission | | -0.5 |
| Solid (live) axel | ✓ | +0.25 |
| DOT tires | ✓ | +0.5 |

This gives you your **Final Ratio**

GT5 6.0:1-6.99:1

GT4 7.0:1-8.49:1

GT3 8.5:1-9.5:1

GT2 9.5:1-13.49:1

GT1 13.5:1-

Use the Final Ratio to
determine your class and enter

Class _____



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 been submitted (video etc.) _____

Are there any other witnesses? _____

Do you feel penalties should imposed?

