



2012 RULES

Sanctioned by



Table of Contents

SECTION 3: ENDURANCE CHAMPIONSHIP RULES	3
SECTION 3.1: PURPOSE	3
3.1.1: PURPOSE	3
3.1.2: PERMITTED CARS	3
SECTION 3.2: CHAMPIONSHIP POINTS	3
3.2.1: SERIES POINTS	3
3.2.2: ELIGIBILITY TO EARN POINTS	3
3.2.3: AWARDING OF POINTS	3
3.2.4: TIES	3
3.2.5: TROPHIES	3
SECTION 3.3: RACE FORMAT AND OPERATION	3
3.3.1: RACE FORMATS	3
3.3.2: RACE LENGTH	3
3.3.3: PRE-RACE CEREMONIES	3
3.3.4: POST-RACE CEREMONIES	3
3.3.5: OFFICIAL EVENT SESSIONS	3
3.3.6: TIRES	3
3.3.7: NIGHT RACING SIGNAL LIGHTS	3
SECTION 3.4: RACE START PROCEDURES	3
3.4.1: PRE-GRID	3
3.4.2: PRESENTATION LAP	3
3.4.3: PRE-START CEREMONIES	3
3.4.4: PACE LAP	3
3.4.5: START PROCEDURE	3
3.4.6: DELAYED START	3
3.4.7: FALSE START	4
SECTION 3.5: EMERGENCY VEHICLES	4
3.6: PIT REGULATIONS	4
3.6.1: PIT ASSIGNMENT	4
3.6.1.1: WHEN SELECTED	4
3.6.1.2: TOP 10 TEAM ASSIGNMENTS	4
3.6.1.2: REMAINING TEAM ASSIGNMENTS	4
3.6.1.4: PIT CHANGES	4
3.6.1.5: SHARING PIT STALLS	4
3.6.2: PIT TRAFFIC	4
3.6.2.1: REVERSE DIRECTION	4
3.6.2.2: SPEED LIMIT	4
3.6.2.3: FIRE EXTINGUISHER	4
3.6.2.4: PIT CARTS	4
3.6.2.5: EMERGENCY SITUATIONS	4
3.6.2.6: SIGNALING AREA	4
3.6.3: PITS REMAIN OPEN	4
3.6.4: PIT OUT CLOSURE	4
3.6.5: RED FLAG SITUATIONS	4
3.6.6: SIGNALING BOARDS	4
3.6.7: TEMPORARY PIT STRUCTURES	4
3.6.8: REPAIRS	4
3.6.9: ADDING LIBRICANTS	4
3.6.10: PIT LANE SPILLS	4
3.6.11: DRIVING OVER HOSES	4
3.6.12: PIT LANE WALLS	4
3.7: REFUELING	4
3.7.1: REFUELING	4
3.7.2: FUELING EQUIPMENT	4
3.7.3: OVERHEAD FUELING SYSTEMS	4
3.7.3.1: DESCRIPTION	4
3.7.3.2: GROUNDING STRAP	4
3.7.3.3: HOSE LENGTH	4
3.7.3.4: FUEL FLOW SHUTOFF	4
3.7.3.5: REFILLING	4
3.8: PIT CREW	4
3.8.1: OVER-THE-WALL PIT CREW	4
3.8.1.1: CREW CHIEF	5
3.8.1.2: FUELER AND FIRE SAFETY	5
3.8.1.3: TIRE CHANGERS	5
3.8.1.4: JACK MAN	5
3.8.1.5: TWO DRIVERS	5
3.8.1.6: DATA ACQUISITION	5
3.8.1.7: DRIVER AS FUELER OR FIRE SAFETY	5
3.8.1.8: MAXIMUM PEOPLE OVER THE WALL	5
3.8.1.9: TIRE, ENGINE OR MANUFACTURER ENGINEERS	5
3.9: PIT STOP EQUIPMENT	5
3.9.1: AIR GUNS	5
3.9.2: USE OF WELDERS	5
3.9.2: JACK STANDS	5
3.10: CAR RULES	5
3.10.1: LIGHTS	5
3.10.2: VEHICLE FUEL TANK CAPACITY	5
3.10.3: DRY-BREAK SYSTEMS	5

SECTION 3: ENDURANCE CHAMPIONSHIP RULES

SECTION 3.1: PURPOSE

3.1.1: PURPOSE - The objective of the USERA Endurance Championship is to provide a low cost, professionally run endurance championship for aspiring professional drivers and teams. Events will be from one and half hour to over 24 hours in length and may consist of a mixture of street and purpose built road course events. These rules define the general event operating guidelines for USEAR Endurance championship events.

3.1.2: PERMITTED CARS - Cars permitted to compete in USERA Endurance Championship events will be the USERA American Touring Car Championship vehicles, USERA Spec Miata, USERA Spec Racer Ford and the following classes from the Sports Car Club Of America (SCCA). Note that SCCA car category rules, as published at the time of the event, shall be used to define technical compliance for these cars:

Improved Touring A, B, C, R, S, E, O and 7
American Sedan
Showroom Stock M, B and C
Touring 1, 2 and 3

Additional cars may be classified by supplemental event rules.

SECTION 3.2: CHAMPIONSHIP POINTS

3.2.1: SERIES POINTS

Driver Championships, Team Championship and Rookie Driver points will be awarded based on final official finishing positions at each event as follows:

1st	55 points	15th	26 points	29th	12 points
2nd	52 points	16th	25 points	30th	11 points
3rd	49 points	17th	24 points	31st	10 points
4th	46 points	18th	23 points	32nd	9 points
5th	43 points	19th	22 points	33rd	8 points
6th	40 points	20th	21 points	34th	7 points
7th	38 points	21st	20 points	35th	6 points
8th	36 points	22nd	19 points	36th	5 points
9th	34 points	23rd	18 points	37th	4 points
10th	32 points	24th	17 points	38th	3 points
11th	30 points	25th	16 points	39th	2 points
12th	29 points	26th	15 points	40th	1 point
13th	28 points	27th	14 points		
14th	27 points	28th	13 points		

Rookie driver points will be earned by any driver that has not completed in three (3) USERA series races in any prior season.

3.2.2: ELIGIBILITY TO EARN POINTS - All teams must register for the Championship to be eligible to earn Team Points. All drivers will earn Driver and, if applicable, Rookie Points. Drivers must run half of the races in order to earn any year-end driver awards.

3.2.3: AWARDING OF POINTS - For multiple driver races, drivers sharing a car will earn the same points. Each car will earn Team Points individually. To earn points, a driver must be in the car for at least thirty (30) minutes prior to the completion of the checker flag lap. Time in the car on pre-start parade laps and post-checker flag cool down laps do not count. The driver's car does not have to be running at the conclusion of the race to be declared a finisher.

3.2.4: TIES - In the case of ties in the final driver or team point standings, such ties shall be resolved according to the driver's, or team's record of first-place finishes then, if necessary, second place finishes, and so on until the tie is broken.

3.2.5: TROPHIES - Trophies will be awarded to the top three overall finishers for each event. USERA may also award additional trophies as specified in the event supplemental rules.

SECTION 3.3: RACE FORMAT AND OPERATION

3.3.1: RACE FORMATS - Typical race weekends will consist of one or more races that are defined as timed events with the start of each race clock commencing when the green flag is displayed, and ending when the checker flag is displayed. The grid for the first race will be established by the times set in an official qualifying session. If the event provides more than one qualifying session, the fastest time from the combined qualifying sessions will establish the starting grid for the race. The grid for subsequent races may be established either through separate qualifying sessions, to be the finishing order of the prior race, as defined in the event supplemental regulations. At the discretion of the Director of Competition, non-qualifiers may be gridded at the back of the field in an order determined by the Director of Competition. Any unresolved protests pending from Race 1 will not affect the grid for Race 2.

3.3.2: RACE LENGTH - The race length will be defined in the event supplemental regulations. Races may be shortened as necessary to accommodate any media, promoter scheduling or inclement weather issues. The race clock may be stopped and restarted at the discretion of the Director of Competition.

3.3.3: PRE-RACE CEREMONIES - Pre-race ceremonies, such as mandatory driver and crew chief meetings, media events, driver autograph sessions and/or post-qualifying media interviews will be defined in the event Supplemental Regulations. Teams failing to participate in pre-race ceremonies may be penalized.

3.3.4: POST-RACE CEREMONIES - At the conclusion of each qualifying session and

race, the top three finishers, as well as any special award winners, shall attend winner's circle ceremonies as directed by USERA Officials. Following the post-race awards ceremony, the top three finishers may be required to attend a post-race press conference as directed by USERA Officials.

3.3.5: OFFICIAL EVENT SESSIONS - Cars are required to be in compliance with these specifications during all official event sessions. Only drivers entered for the event may drive the car, and drivers, including drivers on the same team, may not switch cars without the express written permission of the Director of Competition.

3.3.6: TIRES - Teams may practice, qualify and race on any number of tires. Unless otherwise specified in the event supplemental regulations, tire brand selection is open.

3.3.7: NIGHT RACING SIGNAL LIGHTS - Signal lights will be substituted for flags during dark hours at corner stations. The Start Stand will be illuminated with a spotlight. After dark, stations will use the following lights to signal the drivers:

Daytime Flag	Corner Stations Lights	Start Flags
Green	No Light means "green"	Flag used at START
Standing Yellow	Single Steady YELLOW light	Flag used at START
Waving Yellow	Two flashing YELLOW lights	Flag used at START
Full Course Caution	Two steady YELLOW lights	Flags used at START
Debris Flag	Steady YELLOW, RED, YELLOW lights	Flag used at START
Red	RED light at all stations	Flag used at START
Black	Not signaled	Flag used at START
Blue	Not signaled	Flag use at START
White	Not signaled	Flag used at START
Black/White	N/A	Flag used at START
Mechanical	N/A	Flag used at START
EV On Course	N/A	Flag used at START
Checker	N/A	Flag used at START

SECTION 3.4: RACE START PROCEDURES

All races will start behind a pace car using a moving start procedures defined in these rules.

3.4.1: PRE-GRID - Pre-Grid open will generally be 30 minutes prior to the scheduled race start time. Any sign or flag display procedures will be defined in the event supplemental regulations. Pre-grid will close 15 minutes before the scheduled race start time. Cars failing to arrive at pre-grid before it closes shall be directed to pit lane and shall start the race from pit lane in the order that they arrive on pit lane. Once pre-grid has closed, positions for late, or no-show, cars shall remain open. No work may occur on any car once the pre-grid closes or while it is in the starting grid area.

3.4.2: PRESENTATION LAP - Presentation lap will begin approximately 10 minutes prior to the scheduled race start time. The Presentation Lap will be one lap of the racetrack at approximately 45 miles per hour. The cars shall maintain formation, following the pace car. No tire warming, overtaking, weaving, or practice-standing starts will be permitted. Cars will arrive at the starting grid and proceed at 5mph through the flag bearers. All engines are to be switched off as soon as cars arrive at their start boxes. Cars not able to leave pre-grid when it is time to start the presentation lap shall start the race from pit lane. No passengers are allowed in the racecar during the presentation lap.

3.4.3: PRE-START CEREMONIES - Each team may be required to have a flag bearer, for each car, carrying the state flag of the home state, province or country for each team or driver. Flag bearers must be at least 16-years of age and have signed the event waiver, or have a current USERA membership card. Flag bearers must wear a team shirt. When directed, bearers will proceed to the starting grid holding the state flags upright at their assigned start box. A warning will be issued, at which time all team personal except the flag bearers must leave the starting grid.

3.4.4: PACE LAP - The series announcer, or other VIP, will command drivers to start their engines. When all engines have been started, the grid officials will signal the drivers to begin the pace lap. During the formation lap the field will maintain the speed set by the pace car, or lead car if no pace car is available.

All flag bearers will leave the grid after the final car has left the grid. Tire warm up is permitted during the pace lap once the cars exit the front straight. Cars with mechanical problems, that cannot start the pace lap on-time, or are unable to maintain the speed of the pace lap, shall enter pit lane and start the race from pit lane. Once a car has dropped back from its original grid position, it may not regain that original position and must start from pit lane. If a car falls out of its original grid position, that position shall remain open.

The field shall maintain the speed of the pace car. The pace car will extinguish its lights indicating to the field that they are now under "Starter's Orders" and that a race is about to begin. The Pace car will exit the course, at which time the pole car shall maintain the pace speed established by the pace car until the starter displays the green flag indicating race has started.

3.4.5: START PROCEDURE - The start will be signaled by the Series Starter displaying the green flag as the field approaches the start line. The race is officially underway when the starter displays the green flag to the field. No car may advance their position until the green flag is displayed by the starter. Any car judged to have jumped the start will be subject to a stop and go penalty. Start judges may be used per the USERA Sporting Regulations.

3.4.6: DELAYED START - If it is determined by the Series Starter that the race field is not in order, the Series Starter may "wave off" the start by displaying NO FLAG and shaking his head "NO" to indicate no start to the field. In the event of a wave off, the

pole car shall maintain the speed established by the pace. Any car deemed responsible for the waved off start may be assessed a penalty. At the discretion of the Director of Competition, the race length may be shortened to accommodate the delayed start.

3.4.7: FALSE START - A false start occurs when a driver under the Starter's Orders moves out of formation before the green flag is displayed. Should the Director of Competition or any start judge determine that a false start has occurred, the driver will be black flagged to serve a stop and go penalty. The Director of Competition may levy additional penalties at his discretion.

SECTION 3.5: EMERGENCY VEHICLES

BE AWARE THAT THE SAFETY PACE CAR AND OTHER EMERGENCY VEHICLES MAY BE DISPATCHED BY THE DIRECTOR OF COMPETITION AT ANY TIME.

3.6: PIT REGULATIONS

3.6.1: PIT ASSIGNMENT

3.6.1.1: WHEN SELECTED - Pits assignments will be made by the Technical Administrator prior to Qualifying.

3.6.1.2: TOP 10 TEAM ASSIGNMENTS - Pits assignments will be made based on Series Point standings. The 1st place team will select first, followed by the 2nd place team, and so on, until the top ten series point positions have selected their pit locations. Teams with multiple cars in the top ten will select once. The Technical Administrator may restrict teams to certain areas of pit lane.

3.6.1.2: REMAINING TEAM ASSIGNMENTS - Once the top ten teams have made their selections, remaining teams will be assigned pit spaces by the Technical Administrator.

3.6.1.4: PIT CHANGES - Teams may not change pit locations without the express permission of the Technical Administrator.

3.6.1.5: SHARING PIT STALLS - Multi-car teams may be limited to one pit stall. Teams may be required to share pit stalls with other teams.

3.6.2: PIT TRAFFIC

3.6.2.1: REVERSE DIRECTION - It is not permitted to drive a car in reverse, or against traffic, under its own power in pit lane, unless under the direct supervision of a race official, or pit marshal. A driver who overshoots his assigned pit must either complete another lap, or his crew may push him to his pit in reverse direction.

3.6.2.2: SPEED LIMIT - It is the driver's responsibility to maintain a safe and reasonable speed at all times while operating the vehicle in the pit lane. The pit lane speed limit will be 45 miles per hour at all races unless otherwise specified in the Supplemental Regulations or by the Director of Competition.

3.6.2.3: FIRE EXTINGUISHER - The entrant shall provide a fire extinguisher in his pit at all times. It must be in sufficient working order and minimum ten (10) lbs. ABC-type extinguisher. Cold Fire suppression extinguishers are recommended. This extinguisher is in addition to that which must be carried in the car, and in addition to that supplied by the Organizer. Fuel and oil spill absorbent material (speedy dry), a broom and dust pan must also be provided by each team to address any fuel or oil spills immediately upon occurrence.

3.6.2.4: PIT CARTS - Pit carts, trolleys, 3-wheelers, tugs, etc. must be clearly marked with the team name or car number for easy identification. Pit equipment and pit vehicles must stay behind the pit wall unless servicing the car during a pit stop or unless otherwise directed by a race official or the Director of Competition.

3.6.2.5: EMERGENCY SITUATIONS - Cars in the pits during a pit emergency must obey the instructions of the Race Officials.

3.6.2.6: SIGNALING AREA - A maximum of one (1) crew person per car will be permitted trackside (in a designated location) for the purpose of signaling during practice, qualifying, and the race. The trackside person for each car should not be involved with the pit stops, when possible, to limit the amount of foot traffic crossing pit lane. Crew members may not go to the signaling area until after the green flag has been displayed. Spectators are not allowed in the signaling area. Team members may cheer at the pit wall when their car crosses the finish line but only during the last lap of the race.

3.6.3: PITS REMAIN OPEN - The pits remain open during full course caution periods unless otherwise instructed to be closed by the Director of Competition for safety reasons. Any work, including fueling, may occur during a full course caution period. If the pits are ordered closed by the Director of Competition, the last turn before pit in, or a location otherwise defined by the Director of Competition, will display a PIT CLOSED sign.

3.6.4: PIT OUT CLOSURE - During full course cautions, pit out may be closed for brief periods as the safety car and race field approach pit out. Pit out will remain closed until the entire field has passed pit out or until directed to be reopened by the Director of Competition. A Race Official, stationed at pit exit, will be in charge of closing Pit Out and may signal the closure with a "Stop" sign or by displaying a red flag. Drivers may not rejoin the race until signaled to do so by the Race Official.

3.6.5: RED FLAG SITUATIONS - During red flag situations, all work on cars in pit lane and throughout the race course must cease. Work may not resume until the pits are reopened and the safety car, with the field, leaves pit lane. The

Series Starter will wave a single yellow flag from the start stand to signal the reopening of pit out and resumption of work on cars in pit lane or the race course.

The Director of Competition may waive the "no work" rule during any red flag for extenuating circumstances, including but not limited to, allowing teams to change to rain tires during rain delays.

3.6.6: SIGNALING BOARDS - Teams may use pit stop signaling boards, consisting of sign boards on the end of poles, to mark the team's pit box. The use of pit markers consisting of any device other than a sign on a pole is prohibited.

3.6.7: TEMPORARY PIT STRUCTURES - Temporary pit structures, timing stands, etc., must not be constructed, or placed, in such a manner that they create a fire or safety hazard.

3.6.8: REPAIRS - Repairs may only be performed in pit lane or the paddock. Any car requiring extensive repairs must be moved behind the pit lane wall or into the paddock area. Competitors are not required to ask permission to go to their paddock area to effect repairs or ask permission to rejoin the competition after affecting repairs. Paddock speed limits must be obeyed at all times.

3.6.9: ADDING LIBRICANTS - The addition of lubricants during the competition is permitted, provided the Technical Administrator is notified prior to the addition, and is satisfied no additional leakage will occur when the vehicle re-enters the course.

3.6.10: PIT LANE SPILLS - Each entrant must make his own arrangements for handling fuel, water, and oil in his pit. Excessive fuel spillage may be penalized with a green flag stop and go penalty. Teams are urged to place a fuel spill catch pan or absorbent pad beneath the car during refueling. It is the responsibility of the crew to clean up any fuel, water, or oil spills onto the pit space, or pit lane, as soon as possible. Fuel spills should only be treated with Cold Fire.

3.6.11: DRIVING OVER HOSES - All cars must be completely free of hoses or tools when they leave their assigned pit area and the wheels must never drive over any hoses or other equipment.

3.6.12: PIT LANE WALLS - Staging of equipment and standing on the pit lane wall is NOT permitted.

3.7: REFUELING

3.7.1: REFUELING - Refueling, and the addition of lubricants, is permitted only during practice and the race, but is prohibited during qualifying. "Refueling" is defined as the time from the first moment a team member touches the fuel cap/door/dry brake until the fuel cap/door is completely sealed and closed or the dry-break fueling nozzle is removed from the vehicle. During refueling, cars must have all four (4) wheels on the ground, and the engine must be off. The driver may remain in the car or a driver change may occur provided the only assistance offered to the driver is by another driver completely suited with helmet and gloves on. Crew members, except as noted below, may NOT touch or work on the car during refueling. Addition of fuel can only be done in the paddock or pit lane and is prohibited on the starting grid or racing surface. The windshield can be cleaned or removable windshield "tear-off" films may be removed during refueling. All allowed crew and pit stop equipment may be over the wall and staged during fueling.

3.7.2: FUELING EQUIPMENT - All refueling equipment shall be subject to inspection and approval of the Technical Administrator. In all circumstances the refueling equipment shall remain at the normal outside temperature and atmospheric pressure. Fueling equipment may consist of fuel jugs with dry break fueling nozzles or overhead gravity-fed units. Refilling of fuel jugs in the hot pit area is not permitted and no more than twenty-five (25) gallons per car of fuel is permitted in the fuel jugs in the pit area at any one time. The maximum fuel jug size shall be eleven (11) gallons. Fuel containers, including overhead fueling rigs, may not be refilled by any means over or through any pit lane fence.

3.7.3: OVERHEAD FUELING SYSTEMS - Overhead gravity-fed refueling rigs conforming to these rules may be used:

3.7.3.1: DESCRIPTION - The rig must be a vented overhead fuel rig with a maximum height of 6' (excluding the vent) as measured from the surface of the hot pit side of the pit lane wall.

3.7.3.2: GROUNDING STRAP - Each rig must have its own independent grounding strap or rod.

3.7.3.3: HOSE LENGTH - The fuel hose must be at least 10' in length.

3.7.3.4: FUEL FLOW SHUTOFF - A spring loaded automatic fuel flow shutoff valve must be attached to the fuel tank outlet at the base of the tank and must be manned during refueling. This valve must only permit fuel to flow into the hose when opened by a person, and must immediately stop the flow of fuel of fuel into the hose when released. Other than the manual valve opening lever, the valve may not be fitted with any device that allows it to remain in the open position.

3.7.3.5: REFILLING - Crew involved with refueling the overhead rig must be attired as if refueling the car. Teams may NOT refill the rig while using the rig to fuel the car.

3.8: PIT CREW

3.8.1: OVER-THE-WALL PIT CREW - No crew may be over the pit lane wall until after the car has come to a complete stop in its assigned pit box. This applies to all practice, qualifying, or race sessions. Once stopped, only the people listed here may be over the wall in the working pit area:

3.8.1.1: CREW CHIEF – One (1) crew member may be designated as the crew or pit stop chief. This crew member shall station himself at the front of the car to oversee the pit stop work. He may perform other work as needed, including but not limited to, helping the driver exchange, cleaning the windshield and checking the car for mechanical issues. He may not touch the car during any refueling. He will signal the driver, via hand signal and/or radio transmission, when it is safe to leave the pit area.

3.8.1.2: FUELER AND FIRE SAFETY – One (1) crew member may refuel the car and one (1) crew member must man a fire extinguisher. Both crew members must be properly dressed in full fire-resistant suits, hood, goggles, gloves, and shoes. No other crew member is allowed to touch the car during refueling. Driver change may take place during refueling. The fire safety crew member shall stand-by, either over or behind the pit wall, but within close proximity to the refueler, with a min. 10 lbs. ABC-type extinguisher, pin out, nozzle at the ready, during the fueling of the car. Cold Fire extinguishers are recommended. Head covering for refueler and fire safety must minimally consist of a flame retardant hood and goggles with the hood covering all facial hair. Helmets with shields are recommended.

3.8.1.3: TIRE CHANGERS - Two (2) crew members for changing tires. These crew members may be in place, ready to change tires during refueling, but must not touch the car during refueling.

3.8.1.4: JACK MAN – One (1) crew members may serve as the jack man. The jack may be pushed under the car during refueling, by the car must remain on all four wheels during refueling.

3.8.1.5: TWO DRIVERS – A maximum of two (2) drivers who are involved ONLY in a driver change. These drivers may only work on driver specific change needs, including such things as fastening driver safety gear, window nets, radio and cool system connectors. The driver assisting may not perform any crew function and must exit over the pit lane wall as soon as his assistance is completed.

3.8.1.6: DATA ACQUISITION – One (1) person may connect a computer and download data during any stop, and during refueling, provided he is not required to reach more than twelve (12) inches inside the vehicle to make the connection. The sole purpose of the connection shall be to download data from the engine management system. This person shall not perform any other function except connecting and disconnecting the data acquisition cable to the car and must exit over the pit lane wall as soon as the data has been downloaded. Data download cables may only be connected USB cables to facility quick disconnect of the cables. RF, infrared and/or real time data acquisition systems are prohibited.

3.8.1.7: DRIVER AS FUELER OR FIRE SAFETY – A driver may serve as the refueler or fire safety but must perform only one job as a crew member and while refueling or holding the fire extinguisher, shall be counted as one of the permitted crew members.

3.8.1.8: MAXIMUM PEOPLE OVER THE WALL – Regardless of the assigned pit crew jobs, only six (6) people may be over the pit lane wall at any given time, not counting the drivers and data acquisition person.

3.8.1.9: TIRE, ENGINE OR MANUFACTURER ENGINEERS – Tire, engine and/or manufacturer engineers do not count as crew unless the engineer performs a crew function. Any tire, engine or manufacturer engineer engaging in any work that is determined to be "crew work", shall be counted as a member of the team's crew.

3.9: PIT STOP EQUIPMENT

3.9.1: AIR GUNS – A maximum of two (2) air guns are permitted. Air hoses must be removed from in front of the car prior to the car leaving pit lane. Nitrogen or other compressed air bottles must be equipped with a protective regulator cage(s). Electric air compressors and generators must be located either behind the pit lane fencing or at the back of the pit lane area.

3.9.2: USE OF WELDERS - No tool which may cause sparks, or a high temperature, will be allowed in the pits.

3.9.2: JACK STANDS - A minimum of two (2) safety jack stands must be used when the vehicle is raised, and any part of anyone crew members body is under the vehicle. Air jacks are prohibited for endurance races but may be used for sprint races. Plates must always be used under jacks stands/feet except during the race or when on concrete.

3.10: CAR RULES

3.10.1: LIGHTS –During the event there must be a minimum of two (2) front driving lights operating no less than 15 minutes after the starter displays the "LIGHTS" sign. One tail and brake light must be operational at all times. Up to four additional front facing lights may be mounted no higher than the bottom plane of the windshield. SRFs are not allowed lights higher than the roll bar. All additional lights must be wired on a circuit separate from the regular headlights to allow the **additional lighting to be turned off whenever the car enters pit lane, and then remain off until the car reenters the track.** All lights must be covered with clear tape. Plastic covers may be used if approved by the Technical Administrator. **The Technical Administrator must approve all lighting systems.**

3.10.2: VEHICLE FUEL TANK CAPACITY - Fuel tank/cell capacity shall adhere to the car category specifications. "Category Specifications" is interpreted here to include:

Club: Series rules for cars entering in club series rules set. For example, cars entering under SCCA's Improved Touring rules MUST adhere to the fuel cell capacity of the SCCA Improved Touring rules.

Pro: Series rules for cars entering in ITO and ITE under a specific pro series rules set. For example, cars entering under Grand-Am Continental Tires rules MUST adhere to the fuel cell capacity of the Grand-Am rules.

If fuel tank capacity is not specified in the category specifications, the fuel capacity shall not exceed 25 gallons. Final determination of compliance shall be at the discretion of the Technical Administrator.

3.10.3: DRY-BREAK SYSTEMS - All cars may be fitted with dry break refueling connectors provided no additional alterations are made to any fueling system component, including but not limited to, no increase in fuel capacity.