



## 2007 CHAMPIONSHIP ENDURANCE RACE RULES

### 1. OBJECTIVE

- a. Provide a cost-effective series for Drivers and Teams in which to compete consistently.
- b. Present the best, most competitive Drivers, Teams and Tracks in Pre-Am Racing.
- c. Offer race fans of all ages entertaining venues and special events to make every race on they won't soon forget!

### 2. LICENSES

- a. Competition Licenses from any other organization (SCCA, NASCAR, NASA, PBOC, FIA, etc) will be honored, however FARA licensing is required at no additional cost. Membership fees are waived for the 2007 season.

### 3. ENTRY

- a. Entrant or Team Owner is responsible for all costs associated with the submission of all required documentation
- b. Entry fees for each event will be posted on FARA's website )  
[www.farausa.com](http://www.farausa.com).
- c. Deadline for entry is 15 days prior to event (postmarked or faxed). Late charges may be applied for entries made after deadline. Entry may be refused at any time should the vehicle presented at the track does not meet FARA regulations. Additionally, FARA reserves the right to limit entries or refuse any individual entry, with or without cause.

### 4. ILLEGAL ENTRIES

- a. If any person is found to have driven a car on course that is not properly registered, all drivers of that car will be subject to disciplinary action by FARA. Minimum penalty shall be exclusion from the event. Exclusion from event may be also be accompanied by the loss of finishing position and prize money.

**5. CAR NUMBERS**

- a. Car numbers will be assigned to teams in the following order: 1) Teams with a FARA assigned permanent number will be entered at least 15 days in advance. 2) On a first-come- first-serve basis car numbers must be extremely legible and of a contrasting color. If Timing and Scoring cannot see the car number even once, the missed lap will not be scored. Three digit car numbers are not permitted.

**6. TRANSPONDERS**

- a. Timing transponders are used for Timing and Scoring. Each team owner/driver(s) are responsible for notifying FARA of transponder number at time of registration.

**7. DECLARATION**

- a. Each team must declare their team name, a class, and a Team Captain (team owner) on their entry form at registration. Each Team Captain may only apply their season points to one team entry. If a team name is not declared on their entry form, the team will be viewed as a new independent team.

**8. GARAGE**

- a. Garages will be assigned at FARA's sole discretion. Any modifications to garages (tape, markings, etc) must be removed immediately after the event. Failure to do so will result in team penalties.

**9. DRIVER MEETINGS**

- a. There will be a mandatory meeting for **ALL DRIVERS AND CREW CHIEF. ATTENDANCE IS OBLIGATORY AS ROLL-CALL IS CALLED. PENALTIES WILL BE ASSESSED TO TEAM AT FARA'S DISCRETION.**

**10. TECH. INSPECTION**

- a. It is the Entrants (or Team owner) responsibility to submit a Vehicle Inspection Form (obtained through [www.farausa.com](http://www.farausa.com) or event registration) to the official FARA Tech Inspector in order receive approval for event entry.

**11. ELIGIBLE CARS**

- a. All closed and open wheel cars, with adequate safety equipment, may be allowed, subject to approval of the event administration. All cars must display at least one (1) FARA decal on each side of the car.

12. **CAR SUBSTITUTION**

- a. A team may substitute another car before the start of the race, provided it has passed tech inspection and has been approved by the Race Director. If there was a timed session on track to determine qualifying order, then the substituted car must start in the back of the entire field. Alternatively, they may be allowed to start in their respective class providing: 1) it is a split grid based on class, and 2) the Race Director approves.

13. **RACE SHORTER THAN 4 HOURS**

- a. Teams must have a minimum of two (2) drivers. One driver may drive the entire race, but must enter as both drivers and pay the minimum entry fee of a 2-driver team. All drivers must be FARA members and registered for the event. All crew members must be registered and display the required wristbands or issued credentials. Access to hazardous areas, such as pit lane, will be limited to registered crew members and drivers that have the required wristbands or issued credentials.

14. **GRID**

- a. Grid will close when the pace car leaves. Late cars must start in the back of the entire field, or may be held to start the pit lane at the discretion of the Re-entry Steward of Race Director.

15. **RACE LENGTH**

- a. The actual race length may vary and will end at the pre-determined time of day or may run a specified length. The Race Director will determine the exact length and the time before the start of the race. However, the Race Director reserves the right to make adjustments in the race length should unforeseen circumstances present themselves. It is the competitor's responsibility to obtain the applicable information from the Race Director as to the duration of the race. The official clock will start when the pace car takes the course for the warm-up lap(s) unless otherwise noted per event.

16. **RACE FINISH**

- a. The overall leader will be shown the checkered flag at the finish line as soon as possible after the official race time has elapsed. There is normally no "last lap" indication given by the Starter.

17. **LEAVING HOT PITS**

- a. Cars may be held leaving the hot pits when the pace car is in track. Stewards will hold cars leaving the hot pits so they are placed at the end of the pack during pace laps. The stewards may hold a car until the pack comes by, if they feel that the car cannot catch the end of the pack before reaching the incident.

18. **REPAIR ON COURSE**

- a. Cars may be repaired on the course in a safe location at the discretion of an Official or with the approval of the Race Director.

19. **FULL COURSE YELLOW**

- a. The pits will be “closed” during full course yellows. Once the last turn station, before the pit entrance, displays the double yellow flags (or by any other defined indication), the pit lane will then be “closed”. If a car enters the pit lane during a full course yellow situation, the driver has three (3) options:
  - 1- Proceed to the paddock and work may be performed (unless prohibited by an official, due to the course changing to “Red Flag”).
  - 2- Park in the team’s pit space and do nothing until the end of the full course yellow. The driver may not exit car (unless due to an emergency or instructed to do so by an official) and the team shall not work on the car.
  - 3- Continue through the pit lane and rejoin the field at the end of the pack.

20. **RED FLAG**

- a. In case of a red flag situation, all work on cars in the pits, including refueling, must be stopped. Cars that choose to pit during a red flag situation, will lose their position, and will not be allowed to enter the paddock until the course is retuned to green. Cars already in the paddock when a red flag condition is announced may continue to work on their vehicles; but cannot return to the hot pit lane or track until the race resumes under yellow, pace laps, or the green flag is displayed (whichever is applicable).

21. **SAFETY**

- a. Any car that is too slow, as deemed by the Race Director to be a hazard, may be “black flagged”.
- b. Fluid leaks that cause slick track conditions will not be tolerated. A car may be excluded from the remainder of the event if the leak persists.
- c. Team owners are reminded that use of ethylene glycol based coolant/antifreeze is illegal. Red Line Water Wetter-type additives are allowed.
- d. A jackstand(s) must be placed under the car whenever a person is under the car. Boards must be placed under all loaded jackstands.
- e. Reckless or negligent behavior by any driver or crewmember causing damage to themselves, equipment, pit surface, track, or other drivers' equipment or persons, can result in harsh penalties. **If a crew member is injured during a pit stop the team is automatically disqualified and the entire team may be ejected from the event and may be permanently ejected from FARA. Teams are reminded to work very carefully.**
- f. Paddock speed limit is 5 mph (unless otherwise published). Failure to comply will result in harsh penalties. Standard penalty is one lap (or one minute time penalty, if using that system).
- g. Pets of any kind, for any reason, are not allowed in the pit lane during the race. The team responsible will be penalized. Seeing eye dogs for the blind are an exception.

**22. REFUELING PIT STOPS**

- a. Refueling is a major concern during pit stops. Spills will not be tolerated. All cars must place a large pan to catch all accidental spills. All catch pan spills must be returned to closed containers. A gasoline spill will result in a five (5) lap penalty (or five (5) minutes, if using that system). If a “mat” or carpet remnant is used to catch fuel, it must be cleaned or discarded should a fuel spill occur.
- b. No work may be performed on the car while it is being fueled. The team may change drivers and/or clean windows and lights while refueling. Removing tape from lights is considered to be cleaning them. Taking tire temperatures, measuring tire pressure, etc is considered to be working on the car. Work performed on the car while refueling at the request of, or ordered by a FARA official is permitted (such as repairing or replacing a transponder and/or transponder battery. Note: the intent of this rule is to ensure that drivers and crews over the wall at the time of refueling remain alert and vigilant for any flash fires resulting from fuel spills.
- c. During refueling, at least one crewmember must hold a fire extinguisher and be ready to put out a possible fire while other crewmember(s) refuel the car. It is recommended that the person holding the fire extinguisher be wearing the same safety equipment as the refueler, but it is not required. It is recommended that the person manning the fire bottle remain at least seven (7) feet away from the refueler(s) so as not to be engulfed in any flash fires that may occur.

**23. MANDATORY PIT STOP**

- a. The speed limit in the pit lane is 45 mph. There shall be at least one (1) mandatory five (5) minute pit stop for any race up to two (2) hours. If the race exceeds the two (2) hour limit, a second five (5) minute pit stop will be mandatory. Additionally, any other fuel stop shall be five (5) minutes in duration.
- b. The minimum penalty for a short Pit Stop will be assessed in this order:
  - 1- 1 to 30 seconds – 2 laps
  - 2- 31 to 60 seconds - 3 laps
  - 3- 60 to 120 seconds – 4 lapsPit stops short by more than 120 seconds or no pit stops –  
Minimum penalty -moved to last place in class  
Maximum penalty – can be disqualified

24. **PIT STOP TIMING**

- a. The only method to be used will be the timing charts of the race provided by Timing and Scoring to determine the fastest lap times for competitors. By adding 5 minutes plus the time required to traverse pit lane at the specified speed to this fastest lap time a pit stop time shall be determined for each competitor. Lap charts shall then be checked to ascertain that each competitor did have a total lap time equal to or greater than the sum of five (5) minutes plus pit road time plus fastest lap time.

<p>These speeds and length of the pit lane are subject to change due to track conditions. Announcement of traverse time to be made during drivers meeting.</p>
--

**HOMESTEAD 15 seconds at 45 mph**

25. **REFUELING METHODS**

- a. Standard approved 5-gallon plastic gasoline containers with a funnel or hose to refuel are allowed.
- b. Nascar style dry break system allowed.
- c. NO OVERHEAD FUEL RIG.

26. **PIT LANE**

- a. The pit lane shall remain clear at all times. This means that crewmembers must stand either behind the pit wall or against the trackside wall until their car is in the hot pit lane. No one except officials will be allowed to stand in the lane unless their car is in the pit.
- b. Only crewmembers are allowed to be at the trackside pit wall. They will only be allowed to remain there for the purpose of signaling their driver. Watching from the trackside pit wall is not allowed. Additionally, no one is allowed to be in the hot pit lane or near the trackside wall until after the initial green flag has been displayed and all of the cars have made it past the first corner. The FARA officials reserve the right to clear the wall or ask individuals to vacate their positions when deemed necessary; with only so much notice to the crewmembers as time allows.
- c. Entry to the paddock from the pit lane during the Enduro may be controlled or restricted. For some Enduros, paddock entry from the pit lane will be made from the forward most entryway (nearest to the head of the pit lane). It is the competitor's responsibility to check with the Race Director for specific instruction at each event.

27. **SCORING**

- a. The total number of laps completed, whether or not the car is running at the end of the race, will determine finishing position. If two cars have the same number of laps completed, the one that crossed the line first will be scored ahead.
- b. Provisional results may be announced at the track along with trophy presentation. Results are not official until marked as such and published by FARA.
- c. Cars that do not complete at least half of the laps accomplished by the leader in their class will not be considered a “finisher”, however they will be given half the points of the last place finisher in their class.
- d. Cars that are penalized a certain number of laps resulting in a tie for the number of laps completed will be scored ahead of the teams that actually did that number of laps. In essence, the tie will go to the penalized team. If two or more teams are penalized a certain number of laps that result in two or more of them scored as a tie, they will be placed in the same order in which they were before any penalties were issued.

28. **SAFETY**

- a. General safety violations not listed will result in a minimum of \$ 50.00 fine.
- b. Spilling fuel in the pit lane will result in a five (5) lap (or 5 minute stop-and-go) penalty.
- c. Working under a car without jack stands will result in a one (1) lap (or 1 minute stop-and-go) penalty.
- d. Use of Ethylene Glycol based products in the radiator will result in a \$50.00 fine.
- e. **If a crew member is injured during a pit stop the team is automatically disqualified and the entire team may be ejected from the event and may be permanently barred from FARA events.**
- f. Speeding in the paddock will result in at least a one (1) lap (or 1 minute stop-and-go) penalty.
- g. Slightly speeding in the pit lane may result in a warning for the first offense and a one (1) lap (or 1 minute stop-and-go) penalty for each repeat offense.
- h. **Excessive** speeding in the pit lane will result in at least a one (1) lap (or 1 minute stop-and-go) penalty.
- i. Refuelers failing to wear proper attire during refueling may result in penalties ranging from a warning to a one (1) lap (or 1 minute stop-and-go) penalty for each offense
- j. Smoking, open flames, unapproved welding, grinding, etc. will result in at least a \$ 50.00 fine.
- k. Illegal helmets found in the pit lane will become the property of FARA in their entirety.

- l. Any drivers of refueler caught using an illegal helmet will be fined \$50.00 and the helmet will become the property of FARA in their entirety.
- m. Performing work on a car stopped on course in a hazardous area will result in a %50.. fine AND a one (1) lap (or 1 minute stop-and-go) penalty minimum.
- n. Failing to properly man a fire bottle during a refueling stop will result in a one (1) lap (or 1 minute stop-and-go) penalty.
- o. Working in the car while refueling may carry a penalty of at least one (1) lap (or 1 minute stop-and-go).

## 29. CONDUCT

- a. Pass under double standing yellow will result in a zero-time stop and go penalty, issued after the re-start of the green flag. NOTE: Competitors are encouraged to maintain their position during a full course yellow even if someone has passed them earlier during the start of the full course yellow. If the original infraction was seen by an On-Course Official, the offending party will be black flagged. If the original offending party was not seen by an On-Course Official, but you have been seen regaining your position, you may be inadvertently black flagged for a stop and go. If this happens, the driver will not be compensated, so therefore FARA recommends maintaining your position even if you were passed at the start of a full course yellow. The driver hat was passed under the yellow has a duty to report it to the officials at the first available opportunity.
- b. Pass under single standing yellow will result in a 1 minute stop-and-go penalty, issued during green flag conditions. The Race Director may lengthen the time if necessary.
- c. Passing under waving yellow: 2 minute stop-and-go. The Race Director may lengthen the time if necessary.
- d. Over-driving a waving yellow. (too fast- without emergency personnel present) 10 second stop-and-go. . The Race Director may lengthen the time if necessary.
- e. Over-driving a waving yellow. (too fast, losing control-reported by on-scene emergency personnel) Ranging from: a 5 minute to a 10 minute stop-and-go, minimum; to expulsion from the event, depending the severity as judged by the emergency personnel on scene. . The Race Director may lengthen the time if necessary.
- f. Yellow flag violations with incident causing damage: Any incident, causing any injury to any person including the offender's car, in a section of track under control of any yellow flag, will result in the immediate disqualification of the offender's team entry. The Race Director may add to, or modify, this penalty if warranted. Track surface conditions will be taken into account. NOTE: If there was also a surface condition flag being displayed for that section of track, then there may be no leniency given.
- g. Yellow flag violations with incident causing injury: Any incident, causing any injury to any person including the offender, in a section of track under control of any local tallow flag, will result in the immediate and permanent ejection of the offender from FARA. Additionally, the offender's team will be disqualified from the event. The Race Director may add to, or modify, this penalty if warranted. Track surface conditions will be taken into

account. NOTE: If there was also a surface condition flag being displayed for that section of track, then there may be no leniency given.

- h. Passing and Body Contact (SAME CLASS):** In force only for issues between cars of the same class. These races are a test of endurance and risky passes are not advised or condoned and could be considered reckless. Therefore, it is the intention of the series Race Director to place some emphasis on the responsibilities of the car being overtaken. This means that both drivers share almost an equal responsibility when passing occurs regardless of the relative car positions. Therefore, in the event of body contact, both drivers could be found to share fault, and both may be black flagged, held for a stop-and-go time penalty, disqualified, and/or otherwise penalized. Cars in the same class, fighting for position will be allowed to carry on their respective battle providing that: 1) each driver maintains awareness of the location of the other by adequate use of their mirrors. 2) each driver operates his/her car with adequate control, so as to minimize the risk of body contact. 3) each must drive with consideration for the other by leaving adequate racing room. 4) neither driver should block or impede the other. “The overtaken driver should be aware of that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her rear view mirror or appears to be blocking, or impeding, another car seeking to pass may be black flagged and/or penalized” NOTE: This section does not imply that a driver cannot define their “line”.
- i. Passing and Body Contact (DIFFERENT CLASS):** It is every driver’s responsibility to identify which cars are in their class. In the endurance racing series, cars of different classes can have significant difference on closing speeds. Therefore, the following rule(s) apply: It is the responsibility of the BOTH the overtaking and overtaken driver to assure safe passing and racing speeds. A car traveling alone may use the full width of the track. However, if it overtaken by a faster car, the driver must give way to the overtaking car. Passing may be either right or left depending on the conditions at that moment.
- j.** Drivers are reminded to review the blocking rules. Any driver that is found to be illegally blocking will cause their team to be penalized. Blocking can be hard to prove without the use of in-car video. Therefore, it is highly recommended that each team install a video camera in their car. NOTE: Video proof has often vindicated the rightful driver