

2 HOUR ENDURO RULES

This will be a 2 hour timed event. One 5 minute pit stop will be required. This pit stop may not occur in the first 15 minutes or the last 15 minutes. You may make more pit stops, only fueling pit stops have the 5 minute requirement. There is no time limit on any other stops, although all the other pit stop rules will apply. The 2 hour clock will run regardless of Yellow or Red Flag conditions. All standard SCCA competition rules regarding flags and competition conduct will be in effect. There will be a mandatory drivers and crew meeting prior to the event.

PIT RULES

These rules will be strictly enforced. Specific time penalties are listed below, but additional penalties may be assessed at any time as determined by the Chief Steward.

1. HOT PIT AREA SAFETY:

a. Required attire in the working pits is sleeved shirts and shoes that cover the entire foot. No welding is allowed in the pits. No smoking is allowed in the pits.

2. Pit space

There will be a specific pit stop only area marked on the pit wall. All teams must make their timed pit stops in this area during the event. Pit stops not made in this area will not be counted toward the mandatory 5 minute pit stop.

- a. No one under the age of eighteen is allowed in the working pits unless presenting proper credentials (obtained in advance—recommend at least 3 weeks — from SCCA National Office) for 16 and 17 year-olds.
- b. NO SMOKING OR OPEN FLAME IS ALLOWED IN THE GRID/PIT AREA.
- c. Gasoline powered equipment is NOT allowed in the hot pit area.
- d. The speed limit in the pit lane is 25 mph unless otherwise stated. Excessive speed will result in a time penalty of 5 minutes. The pace car will run at 25 mph during the pace lap so drivers can judge there speed.
- e. No more than one car in a pit space at a time.

2. PIT SIGNALS: No more than two (2) team members will be allowed at the outer pit wall at any given time. No umbrellas or chairs are allowed at the outer pit wall.

3. FULL COURSE YELLOW: Pits will be closed

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 options:

- A. Proceed to the paddock and work may be performed but does not count as the mandatory 5 minute stop (unless prohibited by an official, due to the course condition changing to “Red Flag”).
- B. Park in the team’s pit space and do nothing until the end of the full course yellow. The driver may not exit the car (unless due to an emergency or instructed to do so by an official) and the team shall not work on the car.
- C. Continue through the pit lane and rejoin the field at the end of the pack.

4. EQUIPMENT STAGING: The staging of equipment (i.e., wheels, jacks, etc.) on top of the inner pit wall prior to the pit stop is NOT allowed. No materials or equipment may be stored on the pit road side of the pit wall. Other than provided by Rule #2 above, no one is allowed over the inner pit wall until the car has come to a complete stop. Per the GCR. All compressed air bottles/gas cylinders, with a pressure in excess of 200 psi, shall have a protective structure around their gauges and valves when in the pit areas.

5. PAVEMENT DAMAGE: If you must temporarily jack a vehicle on asphalt, you MUST have metal or wood under the jack and jack stands. NO EXCEPTIONS. Whenever a crewmember is working beneath a car, it MUST be supported by a minimum of two (2) jack stands. Damage to paved areas due to fuel spills or any

other destruction is the responsibility of the driver/crew/team. Do not pound stakes, or make any holes in any asphalt surface.

6. CLEAN UP: All items brought into the pit area must be removed immediately following the race. This includes, but is not limited to, all construction materials, chairs, tires, and litter and auto parts.

7. REFUELING EQUIPMENT: All refueling equipment shall be subject to the approval of the Chief Scrutineer.

a. Gravity-fed overhead refueling rigs conforming to the following specifications are allowed:

1. The rig must be a vented overhead fuel rig with a maximum height of 6' (excluding the vent) as measured from the ground on which they stand. The fuel hose must be at least 10' in length. A spring loaded automatic shutoff valve must be attached to the fuel tank outlet at the base of the tank and must be manned during refueling. This shutoff valve must immediately stop the flow of fuel into the hose when manually released. The valve may not be fitted with any device that allows it to stay in the open position.

2. Persons involved with refueling the overhead rig must be attired as if refueling the car. It is not permitted to refill the overhead rig while refueling the car.

b. Dry break/dump cans are permitted where category specifications allow. If a dry break system is used, all parts of the system must be used.

c. Individual teams may have no more than a total of twenty-five (25) gallons of fuel per car and a maximum of 50 gallons of fuel per pit stall stored in a pit area at any time, in containers approved by tech. Additional fuel must be stored in the paddock. No smoking or open flames allowed in this storage area.

d. All competitors shall supply their pit areas with a minimum of two (2) 10 lb. 60-BC or ABC fire extinguishers or one (1) 20 lb. 60-BC or ABC fire extinguisher compliant to GCR.

e. It is the responsibility of each team to clean up fluid (non-fuel) spills IMMEDIATELY. "Catch pans" (no wicking materials) of sufficient size to contain all overflows are required

8. PIT PERSONNEL: Only four (4) team members will be permitted over the inner pit wall for the purpose of refueling, effecting mechanical repairs or to change tires during the race. During refueling there MUST be a crew member (drivers can perform this function) holding a fire extinguisher pointed at the refueler.

9. REFUELING:

a. On Pit Lane or in the paddock ONLY.

b. Driver MUST be out of the car and the engine turned off before fuel system may be opened.

c. The car cannot be elevated in any way during re-fueling. No one may be under the car or leaning inside the car during refueling.

d. ALL refueling stops will be a MINIMUM of FIVE (5) minutes.

e. NO work may be performed on the car while fueling takes place. Fueling begins when the fuel cap is touched and ends when it is sealed closed.

f. All personnel involved in refueling, including the fire extinguisher holder and "deadman", MUST wear fire resistant clothing including closed-toe shoes, gloves, face covering (balaclava). Helmet with full face shield is required for all refueling personnel except the fire extinguisher holder and "deadman", may wear a balaclava or open helmet with goggles. The safety pin MUST BE REMOVED from the fire extinguisher during fueling operations.

g. The person designated for the sole purpose of handling a fire extinguisher is NOT allowed to perform any other work on the car during fueling.

h. Cars leaving pit road before serving their penalty will be given an open black flag.

i. Spilling fuel in the pit lane will result in a 3-minute penalty. A fuel spill is defined as liquid fuel on the asphalt. Catch pans or trays may be used and may have an absorbent material attached.

j. Failing to properly man a fire extinguisher during a refueling stop will result in a 1-minute penalty.

10. REPAIRS

The car must be pulled behind the pit wall into the cold pits to perform any work under the car. No work may be performed under the car without jack stands. A minimum of 2 jack stands is required for anyone to work under the car.

2013 CAL CLUB ENDURO CLASSES

ENDURO 1

SCCA GT1
SCCA SP
SCCA STO
SCCA GT2
SCCA ASC
SCCA GT3
SCCA T1
SCCA DSR
SCCA CSR
SCCA CSR/SR3
SCCA S2000
SCCA T2
SCCA Mazda GT-2

ENDURO 2

SCCA STU
SCCA EP
SCCA FP
SCCA ITE
SCCA RS
SCCA T3
SCCA ITR
SCCA AS
SCCA GTL
SCCA SRF
SCCA ITS
SCCA STL

ENDURO 3

SCCA SM
SCCA ITA
SCCA S944
SCCA ITB
SCCA Pro7
SCCA HP
SCCA SRX-7
SCCA T4
SCCA ITC