

## APPENDIX E – 2012 ENDURO PROTOCOLS

\*Note: The Enduro Race Timing will begin at the green flag or a wave off at the start. For Enduros of longer than 120 minutes, a minimum of one pit stop is required during the first two hours of racing plus one additional pit stop for each additional one-hour of racing or portion of an hour.

<u>Length</u>	<u># of Pit Stops</u>	<u>Refueling</u>	<u>Driver Change</u>
60 Minutes	1	Not Allowed	Allowed
90 Minutes	1	Allowed	Allowed
120 Minutes and longer	see note*	Allowed	Mandatory

1. All required pit stops shall be for a minimum time of five (5) minutes. Required pit stops cannot be made within the first fifteen (15) minutes of the race and must start before the last ten (10) minutes of the announced race length. Region timers will time pit stops, but the ultimate responsibility for the correct timing of the required time is that of the driver(s). Drivers who do not stay in the pits for the minimum five (5) minute stop will be Black Flagged and assessed a stop and go penalty with the stop time being equivalent to the time that the pit stop was short. A crewmember or driver shall notify a National Scrutineer when a pit stop is not to be considered a mandatory stop.
2. All required pit stops shall be started under Green flag conditions. Drivers must also cross the Start/Finish line under Green flag conditions on the lap prior to entering pit road to make the required pit stop.
3. Cars entering the hot pits for the mandatory five (5) minute pit stop will drive past the designated Check In Point and timing of the pit stop will begin when the car passes the timing check point. The car must be at or below the designated pit lane speed limit of 35 MPH at the Check In point. When the driver has determined that his/her pit stop has been completed, the car will pull away from the pit wall, and proceed at or below the pit lane speed past the Check Out Point, at which point the car may start accelerating to re-enter the track. The elapsed time shall be from the time the car passes through Check In until the car passes through Check Out before entering the track.
4. A maximum of three (3) persons, including the driver(s), will be allowed over the pit wall to work on the car at any time. Any deviation from this standard for crewmembers will result in a stop and go penalty of the car involved.
5. Minor repair work; tire changes, and driver changes are allowed during the pit stop. The car must run in the same configuration during the whole enduro; i.e., legal weight, equipment, etc. It is strongly recommended that the car be checked during the pit stop for excessive tire and brake wear, general safety, and leaks.
6. The use of generators, battery operated tools, or electricity in the pits is not allowed during any enduro of 90 minutes or longer. Battery operated tools are allowed in the pits in 60 minute enduros where there is not refueling of any car. Compressed gas bottles taken to the pits must be secured and equipped with protection (e.g., metal cage) for the regulator.
7. For enduros allowing refueling, fuel may be added to the car only by a driver or pit crewmember while wearing a fire retardant suit, gloves and a full-face helmet with visor down or balaclava with goggles. Long hair must be covered by a balaclava. During refueling, the car motor must be off, the driver out of the car, and no other work may be performed on the vehicle during refueling. Fuel jugs must remain capped and on the cold side of the pit wall, and the gas tank must remain capped until the car is off and the driver is out of the car. One person acting as fireman must be present in the pit, with full fire safety gear, equipped with a minimum 10 lb., 60BC or 60ABC fire extinguisher with the pin removed during refueling. Drivers will be responsible for providing the fire extinguisher.
8. Only plastic containers may be used in refueling and no refueling towers will be used. Hand-crank refueling units that allow the fuel reservoir to stay on the “cold” side of the wall are allowed; the amount of fuel in the reservoir cannot be greater than the amount of fuel that will fit in the gas tank when refueling. Dry break systems with a “dump bottle” are allowed.
9. Any deviation from these refueling standards will result in the immediate disqualification of the car involved.

10. Each pit area will be thoroughly cleaned and swept immediately after each pit stop. It is the responsibility of the entrant(s) to provide cleaning materials and equipment and to insure that the pit area is clean. Failure to do so will result in disqualification.
11. Drivers that have multiple cars or cars in different races may request the same pit area assignment for those respective races.
12. Starting grid position for an enduro held before the sprint races will be determined according to the fastest lap timed during the third practice session. If there are two drivers, either driver may start the race, however drivers may participate only in the car to which they are registered. If a car does not have a driver that participated in the session used for gridding, the car will be gridded in the back of the field and placed by class; a number draw will be used within classes. Starting grid position for an enduro held after the sprint races will be determined according to the fastest lap timed during the sprint races or, if time permits, by a separate qualifying session.
13. Anyone speeding in the pits will be black flagged after they have exited the pits and shall be assessed a stop, talk to the National Scrutineer, and go penalty.
14. Pits will be closed during full course yellow flag conditions. If a car is in the pits and completes its mandatory pit stop during a full course yellow, it shall be held at Pit Exit until the pace car and the main field has passed, and be released to join the pack at the back of the field.
15. If a Black All or a Red All is declared, at the time that the Black All or Red is first shown at Start/Finish, the pit stop timing clock shall stop for cars then serving their mandatory pit stop. The Enduro Race Timing shall continue. The race order shall go back to the order of the cars as they pass Start/Finish behind the on track race leader's last Green flag lap. No work shall be allowed on any cars during a Black All. The mandatory pit stop timing shall commence at such time as the green flag is dropped at Start/Finish for the field, once the Black All has been completed. Any cars that have entered the pits under the Black All may remain in the pits but their mandatory pit stop shall not start and no work may occur on those cars until the Green Flag has been dropped on the field. Since the race order shall be the race order for the leader's last Green Flag lap, the field may be re-ordered in the pits during the Black All.
16. If a car is involved in an on track incident, the race is over for that car.
17. Drivers who ignore a Yellow Flag shall be assessed a stop, talk to the National Scrutineer and go penalty.
18. If a driver is assessed a stop and go penalty, the car will be Black Flagged. The driver shall immediately pull into pit lane after being shown the Black Flag and go directly to the Black Flag impound area and not to his pit area. No work may be done to the car during the pit stop and drivers who ignore the Black Flag shall be assessed a one minute penalty for each Black Flag passed. Black Flag stops may not be used towards the five-minute mandatory time.
19. Mechanical black flag stops may be used as the mandatory five (5) minute stop provided that it is within the allowed pit stop window and is for the full five (5) minutes.
20. Drivers should remember that enduro races are much longer than normally experienced and that they should pace themselves. Drink plenty of liquids, take care of yourself and your equipment and if you find you are making mistakes while driving, pull into the pits. Remember, this is for Fun.