



## American Endurance Racing LLC

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**Rulebook v. 2017.5.1**

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## **American Endurance Racing: An Overview**

The American Endurance Racing (AER) series was born out of a desire for an inclusive endurance racing series with simple rules. The goal of AER is to provide a fun, safe environment for experienced drivers to participate in endurance races using almost any production-based race car.

AER is determined to provide competitors an excellent value and to keep entry economical. AER's simple, all-inclusive fee covers the event costs for one car: all drivers and crew are included in the fee as are all practice, qualifying, and race sessions.

An AER event typically includes one practice session, one qualifying session and one or more races.

An AER race team typically includes one car and two or more drivers.

All AER races are multiclass races with cars competing against other in class cars and for the overall win based on laps. Cars will be classed with other cars with similar performance based on times posted during designated qualifying sessions.

A 'venue' is defined as the location at which an AER event takes place at.

Racing is inherently dangerous. The driver and the driver alone bears the ultimate responsibility for his or her own safety - including proper clothing, safety equipment, and car safety preparation.

AER reserves the right to photograph, record audio and/or video of any participant, crew member, or guest without permission, license, or payment for commercial and/or promotional purposes.

As a participant in a race, you are subject to the rules set forth herein. We strongly advise you to read and fully understand this rulebook before participating in an AER event.

**Register for an event at: [race.americanenduranceracing.com](http://race.americanenduranceracing.com)**

Twenty percent of the registration fee is due at the time of registration. The team's spot is not secured until the team is paid in full. If the event cap is reached with paid in full teams, then any teams that have paid in part will be refunded (see section 11.2). Up until three weeks before an event, teams that are paid in full may reserve pit boxes and garages where available. After that time pit boxes and garages may not be reserved in advance and will be first come first serve at the event.

## Rules and Policies

### 1. Driver and Crew Eligibility and Requirements

- 1.1. Drivers must have, or have had in the past 5 years, a racing license with SCCA, NASA, BMW CCA, PCA, IMSA, FIA or similar sanctioning bodies; OR have competed in a minimum of five wheel to wheel races. AER will consider unlicensed drivers to be on probation and these drivers will be held to a higher standard of ontrack behavior. AER has the right to remove any driver and/or team, licensed or not, if we feel they pose a risk to themselves or other drivers. Ultimately, it is at the discretion of AER management to determine who is or is not eligible to race in the series. New drivers to AER should expect a phone interview to confirm eligibility to race in the AER series.
- 1.2. Drivers will be issued a unique identifier so that on track behavior will be documented. Drivers involved in on track incidents or exhibiting aggressive or unsafe driving behavior may be ejected or banned depending on severity and AER investigation. Driver conduct is subject to AER review. Any driver, crew, or spectator may be ejected at any time and for any reason at the discretion of AER.
- 1.3. No driver will be allowed to participate in any qualifying or race session, unless they have the following equipment:
  - 1.3.1. A driver's suit, with a rating of SFI 3.2A/5 or FIA 8856-2000, or SFI 3.2A/1 with FIA 8856-2000 or SFI 3.3 approved base layer, or better. **The suit must be in good condition (no rips or tears, zippers operating properly, etc.).**
  - 1.3.2. Shoes, socks and gloves, all to be rated at SFI 3.3 or FIA 8856-2000 or better. **These items must also be in good condition.**
  - 1.3.3. If driver has long hair (as defined as protruding from the helmet), a balaclava with a rating of SFI 3.3 or FIA 8856-2000 or better is required. This includes facial hair.
  - 1.3.4. A full-face helmet with a rating of SA2010 or later, or FIA 8860-2004. No open-face helmets will be allowed under any circumstances.
  - 1.3.5. Head and neck restraint, with a rating of SFI 38.1 or FIA 8858-2010 or better. **It should be noted that according to SFI 38.1, head and neck restraints need to be recertified every five years by the manufacturer. If the head and neck restraint is certified by both the FIA and SFI, AER will require the SFI five year recertification.**
- 1.4. Each driver must have their own equipment except for head and neck restraint, which may be shared among teammates. No driver will be allowed on track during qualifying or racing sessions without a head and neck restraint equipment as defined in 1.3.5. All equipment must be in excellent condition. There will be an annual inspection of all equipment, but ultimately it is the driver's responsibility to use the proper gear. AER reserves the right to spot check and issue penalties accordingly.
- 1.5. No person under the age of eighteen will be allowed in any car, as a driver or passenger, unless otherwise arranged with and approved by AER.

## 2. Car Requirements

- 2.1. Any production based, closed-wheel, prepared racecar built to compete in sanctioned road racing with SCCA, NASA, BMW CCA, PCA, IMSA, or similar governing bodies. Cars built specifically for AER should adhere to the aforementioned governing bodies standards. Top LeMons/Chump cars may be accepted at AER's discretion. Cars must retain the shape and configuration of the original car. We will not accept extensively altered cars. Any car to be used in AER must have started its life as street legal car and have been mass-produced (defined as having at least 500 produced and sold in the US or Canada and have undergone crash testing). The car must have unaltered crumple zones. Factory-prepared race cars that are based off of a production car are also allowed (such as a Mazda MX-5 Cup or a BMW M235i Racing for instance). Exceptions may be made by AER on a case-by-case basis.
- 2.2. The following items on the race car are considered "free", or "unrestricted": aerodynamic aids (such as wings, under-trays, dive-planes, etc.), removal of glass or replacement of glass with lexan or polycarbonate, wheels, wheelhousing flares, brakes, and suspension. If any glass is removed from the car and replaced with lexan or polycarbonate, the front windshield must be at least one-quarter of an inch thick, and properly braced. Side and rear thicknesses are open.
- 2.3. All items related to the drivetrain (engine, transmission/transaxle, differential, etc.) are free, and drivetrain swaps are allowed. Drivetrain components must remain in the same area of the car.
- 2.4. All race cars used in qualifying and races are required to use a US DOT approved tire (with a corresponding DOT Tire Identification Number stamped on the sidewall), and a DOT UTQG (Uniform Tire Quality Grade) tread wear rating of 180 or greater.
- 2.5. All cars must have an exhaust system installed and must be muffled. In many cases, rules of the venues will have sound restrictions that must be adhered to. Any requirements will be outlined in the supplemental information packet before each race.
- 2.6. Safety Requirements.
  - 2.6.1. It is the position of AER that the below listed safety requirements are the absolute minimum that should be considered by any driver, team, or car owner. We strongly advise you to research and discuss your safety requirements with qualified experts in the field to help you construct a safe car. Ultimately, it is up to you to make sure that the car you intend on racing in is safe. Further, if you are witness to an unsafe car or situation on or off track, it is your duty to immediately report it to AER personnel.
  - 2.6.2. All cars must go through AER's annual tech and safety inspection before they will be allowed on track for their first event of the season. Due to the nature of the series, AER inspectors will only be examining the car for overall safety and adherence to the rules herein at the time of inspection. It is suggested that participants bring their car's log book from another sanctioning body to show the car's history. Passing AER's inspection does not alter the fact that the driver

and crew are ultimately responsible for the safety, mechanical preparation, and operation of the car.

- 2.6.3. All cars that will be used in qualifying sessions or races must have a minimum of a six-point cage. The cage tubing must be of the appropriate size and material for the car that it is being installed in. AER will accept cage constructions that comply with the following sanctioning bodies: SCCA, NASA, BMW CCA, PCA, IMSA, or FIA. Chassis stiffening is allowed. You are advised to seek the assistance of an experienced cage builder. If you have questions about the compliance or construction of your cage contact AER (see section 11.3).
- 2.6.4. All surfaces of roll cage tubing that the drivers head or body may contact must be covered in SFI 45.1 padding.
- 2.6.5. Five, six, or seven-point harnesses are required and must meet either FIA 8853/98 or SFI 16.1 or SFI 16.5. The belts installed must be compatible with any head and neck restraint used in the car. No expired belts will be accepted. Any belts in poor condition or without proper identification will not be accepted. Harnesses must be installed to SFI 16.5 standards.
- 2.6.6. All drivers of any car that has a removable roof, is a convertible, or has no roof, are required to wear arm restraints that meet the SFI 3.3 specification.
- 2.6.7. On-Board Fire System.
  - 2.6.7.1. All cars must have an onboard fire system installed. An onboard system uses lines routed through the car with one or two actuator(s) to engage in case of emergency. At least one actuator must be in reach of the driver when belted into the driver's seat.
  - 2.6.7.2. An onboard system shall have a five-pound minimum of one of the following agents: Novec 1230, Halon 1301, 1211, or Halotron I, hexafluoropropane, HFC236a, CC0610, FE36. Other agents in SFI certified systems are also acceptable. Systems may also use AFFF material (e.g. SPA Lite, ZERO 2000, Coldfire 302) with a 2.25 liter minimum. If such a system is used, the appropriate atomizing nozzles shall be used. All AFFF internally pressurized system bottles shall use a working pressure gauge. All AFFF bottles shall be marked with the recommended "filled weight." Onboard systems may also use CEA614 provided that the lines and nozzles are replaced as per the manufacturer's (3M) instructions.
  - 2.6.7.3. There shall be a minimum of two nozzles (one in cockpit and one in engine bay) with manual or auto release.
  - 2.6.7.4. All system cylinders should be securely mounted with bolts.
  - 2.6.7.5. If an electric solenoid or switch is used to activate the fire suppression system, it should not lose power when the electrical master switch or car ignition switch is turned off. Cars must display one (1) "E" decal on the outside of the car identifying the location of easiest access to the

- system's interior actuator or the location of the exterior actuator and one (1) decal at the interior actuator itself.
- 2.6.7.6. Fire systems shall be inspected, serviced and maintained as specified by the manufacturers requirements. Typically, this is every two years.
  - 2.6.8. Driver's Seat
    - 2.6.8.1. The seat must be a one-piece, purpose-built racing seat that is manufactured to one of the following standards: FIA 8855-1999, FIA 8862-2009, SFI 39.1 or SFI 39.2. If your seat is not covered by one of those standards, please contact AER (see section 11.3).
    - 2.6.8.2. The back of the seat must extend to a point at least half-way up the helmet of the driver.
    - 2.6.8.3. All materials, including (but not limited to) attachment hardware, brackets, sliders, load spread plates, and washers, must be adequately sized for the application.
    - 2.6.8.4. It is your responsibility to ensure the installation methods used, the age of the seat and the use of any bracing, brackets, or sliders is compliant with the recommendations set forth by the seat manufacturer and any applicable standards. You should consult with experts in the field or the manufacturer of the seat for advice on the proper installation of the seat.
  - 2.6.9. The car must be configured in a way for drivers to be able to exit the car quickly in an emergency. The driver of a car is required to be able to demonstrate the ability to completely exit the car within fifteen seconds, while wearing all required safety equipment and tightly belted into the seat of the car, with all window nets and center nets attached and in the up position.
  - 2.6.10. A master electrical shut-off is required. The master electrical shut-off must be within reach of the driver, when wearing all required safety equipment and tightly belted into the seat. The master electrical shut-off must be marked with the appropriate decal, and must isolate both the battery and the alternator from the remainder of the car, and shut the car down and interrupt fuel supply.
  - 2.6.11. All cars must have an SFI 27.1 approved window net on the driver's side of the car.
  - 2.6.12. All cars must have an SFI 37.1 approved center net installed.
  - 2.6.13. All cars must have at minimum at a left-side, a right-side, and a center rear view mirror. The mirrors must allow for the driver to completely see around the car, with no blind-spots.
  - 2.7. Aftermarket fuel cells (specifically, fuel tanks installed that are not the original fuel tank in the original position of the car) of any size are permitted but not required. Any aftermarket fuel cell installed in any car must comply the following:
    - 2.7.1. The entire aftermarket fuel cell, including (but not limited to) the enclosure, construction method, bladder, and foam must comply with the provisions outlined in the FIA FT-3 standard.

- 2.7.2. Any aftermarket fuel cell installed in any car must have the appropriate discriminator and/or roll-over valves to prevent fuel spillage in the case the car rolls over.
- 2.7.3. When installing an aftermarket fuel cell in a car, it is allowed to keep and use the original fuel tank in the car, so long as it is in the original position of the car.
- 2.8. All fuel system components, including (but not limited to) fuel cells, fuel tanks, pumps, filters, filler necks, filler hoses, fuel lines, vent lines, and anything else related to the fuel system, must be completely separated from the driver's compartment by a metal bulkhead.
- 2.9. Wheel studs are required. Studs must be made of at least 190,000 psi steel and be long enough that threads extend beyond the torqued nut.
- 2.10. All column and steering locks must be disabled so that there is no way for the steering system to be locked.
- 2.11. All cars must be equipped with a transponder that is compatible with the MyLaps (formerly known as AMB) timing system (such as the MyLaps TranX or X2). AER can provide rental units upon request.
- 2.12. All cars must have eight inch or taller numbers in a color contrasting their car color or number plate on each side, and numbers at least four inches tall on the front and back of the car. When registering, submit your current number, and the system will assign it to you if available. In the event of a conflict, the first team to register will get the number.
- 2.13. All cars must have all of the required AER stickers ([details of the stickers required are detailed in this graphic](#)) on both sides of the race car to be allowed on track and to be eligible for event and series points. See registrar or tech staff for event stickers. All unapproved competing series logos must be covered or removed to be allowed on track or to be eligible for event and series points.
- 2.14. All cars must be in good condition and appearance. Cars with excessive body damage, unpainted body panels, etc., are not allowed. The car must meet the "50/50" rule, which means they must look undamaged and straight at fifty (50) mph from fifty (50) feet. Three dimensional decorations are not allowed.
- 2.15. All cars that will be on-track during qualifying or racing sessions must have a working video recording camera on board that is forward facing with an unobstructed view of the track, traffic, and flagging stations. The camera must be equipped with a battery or supplied power and data storage sufficient to capture the entire qualifying/race day. AER reserves the right to request, and the team must then supply, any video from the on-board camera for any reason in a timely fashion. Failure to supply the video may result in penalties at the discretion of AER. All video files for the entire racing event must be saved for a minimum of forty-eight hours after the end of the last race of the event.
- 2.16. All cars must have at least two drivers, with no maximum.

- 2.17. Cars must have a tow point on both the front and rear of the car. These tow points must be securely installed to a point on the chassis that can withstand the pulling forces needed to extract the car from a gravel trap, muddy or soft ground.
- 2.18. All cars are subject to AER approval. Any questions about your cars eligibility should be submitted to our tech director (see section 11.3).

### **3. Race Operations**

- 3.1. See Supplemental Rules for each event pertaining to venue specific protocols, such as the event schedule, noise restrictions, and the like.
- 3.2. The maximum speed in the paddock is 5 miles per hour.
- 3.3. Every car that intends to be used in the race must participate in the qualifying session of the race event, unless an exception has been arranged with AER (see section 11.4). The data collected from the qualifying session will be used to class the car for the weekend.
  - 3.3.1. Every car intended to be raced during the race weekend MUST complete at least 20 at-race-pace laps during qualifying, unless otherwise arranged with AER management (see section 11.4).
  - 3.3.2. Every driver intending to race during the race weekend MUST complete at least 5 at-race-pace laps during qualifying, unless otherwise arranged with AER management (see section 11.4).
- 3.4. Any car on track during qualifying and the race(s) must have an operating transponder. If a car does not have an operating transponder it will not be allowed on track. If the transponder ceases to operate on track the car will be black flagged.
- 3.5. After qualifying, AER will group cars with similar lap times in classes, with a goal of 3 to 5 classes dependent upon the size of the overall field. Class assignments will be determined exclusively at the discretion of AER and all decisions made by AER are final. Cars will display class markings (provided by AER) to distinguish classes. If a car does not run in qualifying sessions, it will be classed at the discretion of AER. The goal is to group cars based on their speed potential; if a driver or team is found to be “sandbagging” or intentionally qualifying slowly the team may be re-classed, penalized, or disqualified.
- 3.6. Lap times will be monitored during racing, and software will be used to look for trends. Any car that no longer fits in their assigned class may be moved up or down a class or receive lap penalties. We will not penalize a driver for one great lap. Our goal is to keep each class competitive.
- 3.7. The starting order of the first race will first be sorted by class, and secondly by qualifying times within the class. Subsequent races for the weekend will have a starting order sorted first by class, and secondly by the previous races’ finishing order within that class.
  - 3.7.1. If a car fails to complete any qualifying laps, the car will start from the back of the field for its first race.
- 3.8. Grid will open 45 minutes before the scheduled start of the race and close 15 minutes before the scheduled start of the race.
  - 3.8.1. If a car fails to make it to grid on time, the car will start from the back of the field.



- 3.9. Local Yellow Flags; Full Course Yellow; Safety Car Operations.
- 3.9.1. When an incident occurs on track which requires the use of a flagger to display a standing yellow flag, cars shall reduce speed. Should a waving yellow flag be displayed, cars shall significantly reduce speed. Passing of any other car is prohibited from the moment you are able to see a yellow flag ahead until you pass a manned flagging station that is displaying a green flag.
  - 3.9.2. In the event of a full course yellow (FCY), the safety car may be deployed.
  - 3.9.3. As soon as a FCY is in effect (signaled by a double-yellow flag at all flagging stations), cars shall reduce speed. It is the duty of the overall leader to slow down to safety-car speed (45 miles per hour) and control the field. AER will attempt to pick up the overall leader of the race (irrespective of class) with the safety car.
  - 3.9.4. If the overall leader is in a pack of cars the safety car will pick up the pack and wave by cars until the overall leader is immediately behind the safety car. Cars that have been waved-by should safely rejoin the back of the pack, keeping in mind there may be slow moving or stopped emergency vehicles on track.
  - 3.9.5. If the overall leader is not on track for any reason when the safety car deploys, the safety car will pick up the next highest overall positioned car.
  - 3.9.6. If during the FCY, and after the safety car has picked up the highest overall leader on track, should that highest overall leader leave the track the safety car will pick up the next sequential car behind the highest overall leader that left the track, irrespective of overall position or class.
  - 3.9.7. Under no circumstances are cars to pass each other for any reason while under FCY conditions.
  - 3.9.8. If a safety car cannot be deployed during a FCY, it is the overall leaders job to control the field for the duration of the FCY.
  - 3.9.9. Pit road will be open during FCY and cars may enter the pits while the safety car is on course.
  - 3.9.10. While under FCY, the ability to leave the pit and re-enter the race track will be regulated by a traffic light at pit-out. While under FCY, the light will remain red until the tail of the pack passes pit-out, at which time it will turn green and cars will be allowed to enter the track. Once all the cars queued at pit-out have re-entered the track the pit-out light will remain green for ten seconds. Once this time has expired, pit-out will be closed again until the pack passes pit-out again. Cars found to be passing or causing any other unsafe situation when under local yellow or FCY, may result in penalty, disqualification, points-loss, suspension, or ejection from an event or the entire series.

#### 4. Mandatory Pit Stops and Pit Stop Timing

- 4.1. The minimum mandatory number of stops will be set by dividing the race length (in minutes) by 90 and subtracting 1. For example: a nine-hour race is five mandatory stops

(540 divided by 90, minus 1 = 5). If this number is not a whole number, it will be rounded up to the next whole number.

- 4.2. Each mandatory stop will be a minimum of three minutes (from the time the car passes under the pit-in RFID antenna until the time it passes under the pit-out RFID antenna). It is up to the driver and teams to ensure that the pit stop was at least three minutes.
- 4.3. It is the team's responsibility to release their car from their pit box in a manner that does not require the driver to slow the pace of pit lane. If a team or driver is found to be driving in a manner which is holding traffic behind them because they are "killing time" before reaching the pit-out RFID antenna, that team may be subject to a penalty.
- 4.4. Stop times cannot be combined. For example, sitting in the hot pit for six minutes will only count as one stop, not two.
- 4.5. If events out of AER's control reduce race length, the above formula to calculate the mandatory minimum pit stops will be applied to the new race length to the best of AER's ability.
- 4.6. Failure to complete the mandatory number of stops will incur a lap penalty equal to the following formula: (20 minutes)/(your fastest lap time) rounded up to the next whole number of laps.
- 4.7. Short stops may be made at any time during the race, but must follow all pit stop requirements as outlined in this section. Short stops will not count towards the minimum mandatory stops in any regard.

## 5. Pit Stop Procedures

- 5.1. No one is allowed over the wall until the car comes to a complete stop. Further, there cannot be any fuel jugs, tools, supplies, or any other materials on the hot side of the wall until the car comes to a complete stop.
- 5.2. It is recommended that all teams have a lollipop type of sign to make sure their drivers can safely locate their pit stall.
- 5.3. No more than five people are allowed over the wall at any time during a pit stop. This includes the driver in the car.
- 5.4. Everyone over the wall must be in full safety gear as outlined in section 1.3, with the following exceptions: i) over-the-wall crew are not required to wear a head and neck restraint as noted in 1.3.5; ii) crew use a helmet that is SA2005 or later.
- 5.5. Reversing under power is not allowed in the hot pits.
- 5.6. The maximum speed between the pit-in and pit-out RFID is 35 miles per hour. The maximum speed through the RFID reader is 5 miles per hour.
- 5.7. Repairs to a car that are likely to take more than twenty minutes shall not take place in the hot pits, and must be brought to the paddock. Cars found to be in the pit for more than twenty minutes may be subject to a penalty. Cars in the paddock for more than twenty minutes will be considered to be in for a "long stop." The following formula will be applied to any long stop: the length of long stop in minutes divided by twenty. If this number is not a whole number, the number will be rounded down to the next

whole number. As an example, if you are in the paddock for 46 minutes, this would count as two stops (46 / 20 equals 2.3, which is rounded to 2).

- 5.8. Jacking of the car using any method is strictly prohibited in the hot pits. Any work that requires the car to be “in the air” must be completed in paddock.
- 5.9. Subject to 5.7 and 5.8, any work can be performed on the car in the hot pits when not fueling (see 6.9). This includes (but is not limited to) checking and adjusting fluid levels, checking and changing tire pressure, refilling and replenishing drink bottles and cool suits, adjusting suspension and bodywork, etc.
- 5.10. All teams must have a pit board.
- 5.11. No passing is allowed in the pits, or on the pit-in or pit-out ramps, unless instructed to do so by a pit steward.

## 6. Fueling

- 6.1. Fueling is defined as any time any fuel cap is removed or when any dry-break seal has been broken during a pit stop. During this time, all rules in this section apply.
- 6.2. During the race (defined as the time between the pace car and race cars leave the grid at the beginning of the race, and until the checkered flag flies at the end of the race), cars may only be fueled in the hot pits, pursuant to the rules of this section. To be clear, cars can never be fueled anywhere outside of the hot pits during a race.
- 6.3. At all other times outside of the time defined in 6.2, cars may be fueled in the paddock.
- 6.4. Cars may not be fueled while on the grid before the race.
- 6.5. Fueling of cars can only be performed using gravity-fed, commercially-available, handheld jugs. Fuel jugs cannot be so large as to require more than one person to handle them at a time. A fuel jug cannot be carried by more than one person at a time. A maximum of two fuel jugs are allowed on the hot-side of the pit wall at any one time, and may be sitting on the ground in your pit stall, subject to rule 5.1. It is allowable to have two people each holding a fuel jug, subject to rule 6.6.
- 6.6. For cars with more than one filler neck or dry break, only one may be filled at a time.
- 6.7. During fueling the master electrical shut-off of the car must be switched off.
- 6.8. During fueling, a dedicated team member acting as a fireman must be present with a ten-pound fire extinguisher with a UL rating of Class A, B and C (such as dry chemical or Halotron). The fireman must be over the wall and approximately six to ten feet from the open fuel cap or dry-break orifice and in position and ready to operate the fire extinguisher.
- 6.9. During fueling you may change drivers and visually inspect the car. No other action is allowed.
- 6.10. A sturdy metal, non-sparking catch pan at least two and a half inches deep must be used during all fueling operations and in a position that it can catch any spilled fuel during a fueling operation.
- 6.11. Any fueling equipment or procedure that AER deems unsafe will not be allowed.
- 6.12. Pit stop safety infractions may result in a penalty, disqualification, points-loss, suspension or ejection from an event or the entire series, at AER’s sole discretion.

## 7. Scoring

- 7.1. First and foremost; all results, standings, points and awards are considered provisional until official results are released. Typically, official results with points awarded will be released within one week of the end of the last race of the event.
- 7.2. Winners will be determined by the cars that complete the most laps in the allotted time. Should cars complete the same number of laps, the car that crosses the finish line first will win the position.
- 7.3. Points and award will only be given to cars that have finished at least fifty percent of the laps of their class winner.
- 7.4. For the 2017 season; only the top five race events for each car will be considered for championship points.
- 7.5. Points will be awarded for the first race of a race weekend as follows: 1st place 25 points; 2nd 18; 3rd 15; 4th 12; 5th 10; 6th 8; 7th 6; 8th 4; 9th 2; 10th 1.
- 7.6. Points will be awarded for the second race of a race weekend as follows: 1st place 28 points; 2nd 21; 3rd 18; 4th 15; 5th 13; 6th 11; 7th 9; 8th 7; 9th 5; 10th 4.
- 7.7. There will be podium ceremonies after every race. Trophies will be awarded to the top three finishers in each class for each race. Points from all races will be combined and the three cars in each class with the most points will be awarded trophies as Overall Winners. In the event of a tie the car with the best finish on the later race will be awarded the position.
- 7.8. Yearly points totals will determine Season Champions.

## 8. Driver Conduct and Expectations

- 8.1. In all cases, every participant (drivers and crew) is expected and required to conduct themselves in a sportsmanlike manner. AER considers this to be one of the most important aspects of the sport, and expects every person to be fair, honest, courteous, and above all, conduct themselves in a safe manner. Unsportsmanlike conduct will not be tolerated at any level, and may result in penalty, disqualification, points-loss, suspension, or ejection from an event or the entire series.
- 8.2. All participants are expected to have read and understand the rules as set forth. If there is ever a question or clarification needed you are strongly encouraged to contact AER for clarity (see section 11). Not knowing the rules will not be an acceptable defense.

## 9. Passing

- 9.1. Every competitor has the right to racing room, which is defined as sufficient space on the paved racing surface that under race conditions a driver can maintain control of his car in close quarters.
- 9.2. The car entirely in front has the right to choose any position on track, so long as it is not considered to be blocking. Blocking is defined when a driver makes two or more line changes in an attempt to prevent the trailing car from passing.
- 9.3. A driver who does not use his mirrors or appears to be blocking another car attempting to pass may be black flagged, and may be penalized.

- 9.4. Ultimately, the decision to make a pass and do so safely solely rests with the overtaking car. The car being overtaken should be situationally aware of the fact that they are being overtaken, and not make any sudden or unpredictable moves or blocks to impede the ability of the overtaking driver to pass.
- 9.5. When possible and when it becomes apparent that a pass is going to occur, it is a courtesy and strongly suggested that the car being passed to indicate to the passing car on which side they would like to be passed on.
- 9.6. Cars who are not racing in the same class are strongly encouraged to work with each other to effectuate a prompt and safe pass. Drivers should be aware that they may come upon a situation where two other cars are in a heated battle in their respective class and should try to accommodate any passing required without holding up that battle. It should be noted that this applies to classes faster and slower than you.

## 10. **Car to Car Contact, Incident Investigations, Protests**

- 10.1. Car to car contact is strictly forbidden, and it is every driver's responsibility to avoid contact on the race track. If an incident of contact occurs, it is strongly suggested that the two drivers and the respective teams work out the situation on their own without the involvement of AER. If the teams are not able to resolve the situation on their own, they may escalate the situation to AER for investigation and ruling.
- 10.2. As soon as possible (and even during a race), but not more than **seventy-two** hours after the end of the last race for the event, the team(s) must bring the situation to the attention of AER either verbally or by email (see section 11.4). AER may also, on its own, take it upon themselves to look into and investigate an incident.
- 10.3. AER will collect all of the available information to come to a decision during an investigation. This could include, but not be limited to: information from the drivers of the cars involved; information from corner workers or other track personnel; AER staff; other drivers who may have witnessed the incident; video from the involved cars or other cars in the vicinity; or any other source of information deemed relevant.
- 10.4. AER will work diligently to render a decision quickly. The decision will include any penalties, disqualifications, points-loss, suspensions, or ejection from an event or the entire series, or any other action deemed necessary. Alternatively, if in the sole discretion of AER, there is not enough evidence to place blame or penalty, AER will advise as such.
- 10.5. **If a situation arises where a team or driver feels that a rule has not been applied fairly or properly to any team or driver, that team or driver has the right to lodge a formal protest with AER. This protest maybe be lodged during the course of the race and up to forty-eight hours after the end of the last race for the event. To lodge a complaint, it must be via electronic mail to [race@americanenduranceracing.com](mailto:race@americanenduranceracing.com) and have all of the pertinent information required to investigate the protest. AER will respond to the protest within seven calendar days.**

## 11. **Contact AER**

- 11.1. General info [info@americanenduranceracing.com](mailto:info@americanenduranceracing.com)



- 11.2. Registration questions [registration@americanenduranceracing.com](mailto:registration@americanenduranceracing.com)
- 11.3. Tech questions [tech@americanenduranceracing.com](mailto:tech@americanenduranceracing.com)
- 11.4. Race questions or issues [race@americanenduranceracing.com](mailto:race@americanenduranceracing.com)