



American Endurance Racing LLC

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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.

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.

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 and agree to comply with them. 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

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1. Driver and Crew Eligibility and Requirements

- 1.1. Any person who wishes to drive during any session (testing, practice, HPDE, qualifying, or racing sessions) must go through a vetting and approval process.
 - 1.1.1. Any person who wishes to be approved as a driver with AER shall be prepared to provide information to AER. Some of the things we look for and consider as part of the vetting process are: racing licenses (current and/or expired), overall wheel to wheel racing experience, other racing experience (time trials, karting, etc.), track experience (HPDE, etc.), schools completed, and references.
 - 1.1.2. The process first begins with creating an account with us at <https://race.americanenduranceracing.com/register>
 - 1.1.3. Next, email AER at approval@americanenduranceracing.com. In this email, please include any relevant information, as outlined in 1.1.1. Also, please provide contact information including your telephone number.
 - 1.1.4. Once you are approved to drive with AER, you are considered to be a provisional driver and will be given extra scrutiny during your provisional period. A driver will remain provisional until the following criteria are met:
 - 1.1.4.1. You have been racing with AER for at least twelve months.
 - 1.1.4.2. You have participated in at least three events.
 - 1.1.4.3. You have driven at least six stints.
 - 1.1.4.4. You have completed at least 300 laps.
 - 1.1.4.5. You have not been responsible for incidents involving contact.
 - 1.1.5. Ultimately, it is at the discretion of AER to determine who is or is not eligible to race in the series.
- 1.2. AER offers, at the driver's option and expense, the issuance of a hard-card license. A driver is not eligible to obtain a license until the driver has successfully exited from their initial provisional period.
- 1.3. 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 the severity. 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.
- 1.4. All crew and driver gear must meet the following requirements:
 - 1.4.1. 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.).
 - 1.4.2. 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.

- 1.4.3. If a 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.
- 1.4.4. A full-face helmet with a rating of SA2015 or later, or FIA 8860-2004. No open-face helmets will be allowed under any circumstances.
- 1.5. 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.
 - 1.5.1. 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 the track during qualifying or racing sessions without a head and neck restraint as defined in 1.5. All equipment must be in excellent condition. It is the responsibility of the driver to possess and use the proper gear and to ensure it is in good working condition and not expired. AER reserves the right to spot-check equipment and issue penalties accordingly.
- 1.6. No person shall participate in any event with AER unless they meet the following age requirements:
 - 1.6.1. To race with AER, you must be 16 years of age or older. If you are under the age of 18, written consent of a parent or guardian must be given to AER.
 - 1.6.2. To participate in activities in the hot pits (“over the wall”), you must be 16 years of age or older. If you are under the age of 18, written consent of a parent or guardian must be given to AER.
 - 1.6.3. To be present anywhere else not outlined in 1.6.1 or 1.6.2, you must meet any age requirements set forth by the track. If you are under the age of 16, you must be accompanied by a parent or guardian.
 - 1.6.4. Any of the provisions of 1.6.1, 1.6.2, and 1.6.3 are secondary to any more restrictive rules or regulations that the venue may have.
- 1.7. Children above the age of twelve may be present in the cold pits, so long as they are accompanied by a parent or guardian over the age of eighteen. The child and parent or guardian must complete the minor waiver. Please note that some venues have age requirements more restrictive than our rules, and you must abide by them.

2. Car Requirements

- 2.1. Generally, AER will accept any production-based, closed-wheel, prepared race car that has been approved to race with SCCA, NASA, BMW CCA, PCA, IMSA, or similar governing bodies. Compliance with other sanctioning bodies does not guarantee acceptance in AER. There are certain rules in our rulebook that the car must comply with that may be substantively different from other racing organizations. In those cases where there is a disagreement between rulebooks, the AER rulebook shall supersede. We urge you to

- inquire with AER if you have any questions or if your car will have any exceptions with any rule in this rulebook (see section 15 for contact information). 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 federal 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). Exceptions may be made by AER on a case-by-case basis, as outlined in [2.22](#).
- 2.2. The following items on the race car are considered “free”, or “unrestricted”:
 - 2.2.1. Aerodynamic aids (such as wings, under-trays, dive-planes, etc.)
 - 2.2.2. Removal of glass or replacement of glass with Lexan or polycarbonate. Lexan and polycarbonate windshields must be at least one-quarter of an inch thick and properly braced. Side and rear thicknesses are open.
 - 2.2.3. Wheels
 - 2.2.4. Wheelhousing flares
 - 2.2.5. Brakes
 - 2.2.6. Suspension.
 - 2.2.7. All items related to the drivetrain (engine, transmission/transaxle, differential, etc.)
 - 2.2.8. Drivetrain swaps are allowed. Drivetrain components must remain in the same area of the car.
 - 2.3. 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) treadwear rating of 180 or greater.
 - 2.4. All cars must have an exhaust system installed and sound must be attenuated with mufflers, resonators, or additional tubing and chambers. Decibel limits are defined in the event supplemental information and set by the venue, not by AER.
 - 2.5. Safety Requirements.
 - 2.5.1. 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.
 - 2.5.2. All cars must go through AER’s annual tech and safety inspection before they will be allowed on the 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 logbook 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.

- 2.5.3. 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 15](#)).
- 2.5.4. All surfaces of roll cage tubing that the driver's head or body may contact must be covered in SFI 45.1 or FIA Type A padding.
- 2.5.5. 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.
- 2.5.6. All drivers of any car that has none or a convertible roof, are required to wear arm restraints that meet the SFI 3.3 specification.
 - 2.5.6.1. A car with a positively fastened hardtop does not require the use of arm restraints.
- 2.5.7. On-Board Fire System.
 - 2.5.7.1. All cars must have an onboard fire system installed. An onboard system uses lines routed through the car with one or more 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.
 - 2.5.7.2. An onboard system shall use:
 - 2.5.7.2.1. Novec 1230, Halon 1301, 1211, or Halotron I, hexafluoropropane, HFC-236a, CC0610, FE-36, five (5) pound minimum. Other agents in SFI certified systems are acceptable.
 - 2.5.7.2.2. AFFF material (e.g. SPA Lite, ZERO 2000, Coldfire 302) 2.25 liter minimum. Additionally the Lifeline Zero 360 Novec, 2.25 liter (or larger) is permitted. If such systems are 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." All system cylinders should be securely mounted with bolts.
 - 2.5.7.2.3. CEA614 provided that the lines and nozzles are replaced as per the manufacturer's (3M) instructions.

- 2.5.7.3. There shall be a minimum of two nozzles (one in the cockpit and one in the engine bay) with manual or auto-release.
- 2.5.7.4. All system cylinders should be securely mounted with through bolts.
- 2.5.7.5. 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.
- 2.5.7.6. Fire systems shall be inspected, serviced and maintained as specified by the manufacturer’s requirements. Typically, this is every two years and will be checked as part of annual Tech
- 2.5.8. Driver’s Seat
 - 2.5.8.1. 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 15](#)).
 - 2.5.8.2. The back of the seat must extend to a point at least halfway up the helmet of the driver.
 - 2.5.8.3. All materials, including (but not limited to) attachment hardware, brackets, sliders, load spread plates, and washers must be adequately sized for the application.
 - 2.5.8.4. 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.
- 2.5.9. 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.
- 2.5.10. A master electrical shut-off is required.
 - 2.5.10.1. The master electrical shut-off must be within reach of the driver, when wearing all required safety equipment and tightly belted into the seat.
 - 2.5.10.2. The master electrical shut-off must be marked with the appropriate decal.
 - 2.5.10.3. The master electrical shut-off must isolate the battery, completely shut the car down, interrupt fuel supply and turn off all lighting on the car.
 - 2.5.10.3.1. Exceptions to lighting may be made for night races. See event supplements.

- 2.5.10.4. Cars may have a low-amperage circuit to maintain power to certain types of electronic components in the car even if the master electrical shut-off is activated. This circuit is limited at ten amperes and must be fused within twelve inches of the battery. The purpose of this circuit is to maintain power to items such as cameras, routers, and communications equipment. Under no circumstances can power be maintained to anything related to the fuel system or engine management.
 - 2.5.10.4.1. Exceptions may be made for alternative battery isolation devices on a case by case basis. Contact tech@americanenduranceracing.com
- 2.5.10.5. Any battery located inside the driver's compartment should be fully covered and firmly secured to the chassis (or tub) in a marine type battery case. Dry cell, gel cell, and AGM batteries may be mounted without a surrounding case, however a case is still recommended. In all cases, a lithium-ion battery must be outside of the passenger compartment of the vehicle because of the higher risk of ignition.
- 2.5.11. All cars must have an SFI 27.1 or FIA J253-11 approved window net on the driver's side of the car. Nets are valid up to five years from date of manufacture and will be reviewed as part of annual Tech.
- 2.5.12. All cars must have an SFI 37.1 or FIA 8863-2013 approved center net installed. Nets are valid up to five years from date of manufacture and will be reviewed as part of annual Tech.
- 2.5.13. 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.
- 2.6. 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 with the following:
 - 2.6.1. 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.
 - 2.6.2. Fuel cells without an exterior metallic case must be enclosed in metal.
 - 2.6.3. 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.
 - 2.6.4. 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.
 - 2.6.5. When installing any new fuel filler port, or modifying the location of an existing fuel filler port, it must not be installed in such a way that gasoline may drip onto hot components of the car (including, but not limited to, the exhaust system, braking components, etc.)

- 2.7. 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. Any added vents to the fuel system must have a discriminator valve installed. Any venting of the fuel tank or fuel system shall be vented outside the car only, and shall not vent into the passenger compartment or any other compartment of the car. Under no circumstances will fuel spills be allowed on the track.
- 2.8. 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.
- 2.9. All column and steering locks must be disabled so that there is no way for the steering system to be locked.
- 2.10. If the car has glass headlamps, they must be covered with an adhesive tape, to prevent glass from getting on track in the event of contact.
- 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 will have a limited number of units available to rent at each event.
- 2.12. Car Numbers
 - 2.12.1. 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.
 - 2.12.2. When creating or registering the car for a race, you will be able to select any unused number. This number will remain with the car for the remainder of the season. As long as that number was used in at least one event in a season, that number will remain reserved to that car in the next season. If the number was not used for an entire season, the number will be released.
 - 2.12.3. Numbers may not have any leading zeros, may not have any letters, and may not be more than four numerals long.
- 2.13. All cars must have all of the required AER stickers, as shown in [Appendix C](#), on both sides of the race car to be allowed on track and to be eligible to accumulate points. AER required stickers will be provided at events or ahead of time by mail upon request. 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, or unpainted body panels, 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. It is required for teams to have two data cards so that a swap can occur during a race if needed. 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. "TOW" indicators must be clearly marked on the body panel.
- 2.18. Cars must be equipped with a combination of rain and brake light which must meet the following requirements:
 - 2.18.1. The rain light must comply with the FIA specification for rain lights.
 - 2.18.2. The rain light must be located on the rear of the car, and must be no lower than eighteen inches from the pavement. It is recommended to place the light in the location that the license plate would normally be.
 - 2.18.3. The rain light must be the type that blinks at 4 hertz when activated, and must become solidly lit when the brake lights are activated.
 - 2.18.4. At the discretion of AER and as conditions dictate, AER will put out a rain flag (a white flag with a red X) at the start/finish flagging station. At this time, and only at this time, shall the rain light be activated (including supplemental brake light functionality). For clarity, the rain light may act as a third brake light (but may NOT act as a rain light) when the rain flag is not present.
- 2.19. All cars must be equipped with a forward facing light.
 - 2.19.1. A 'forward facing light' means at least one working headlamp bulb, which is defined as a low beam, a high beam, or an auxiliary light. This DOES NOT mean a marker light or parking light. It must emit forward light similar to how a headlamp does. It must be located on the front of the car, at approximately the same height as the headlamps that would customarily be present on the car. This lamp shall not flash or strobe in any pattern whatsoever.
 - 2.19.2. This lamp will be required to be illuminated whenever the rain flag is present as described in 2.18.4.
 - 2.19.3. This lamp will also be required to be illuminated by any car in the top two classes of any race.
 - 2.19.4. At your option, you may run a 'forward facing light' at all times.
- 2.20. All cars must have a [Flagger In-Car Alert System](#) mounted inside the car, in clear view of the driver and be powered so as to run continuously for the race entered. AER will have a limited number of units available to rent at each event. Rental units are supplied with a suction cup mount and USB power cord. Renter's car must have a powered USB outlet.

- 2.21. All cars are subject to AER approval. Any questions about a car's eligibility should be submitted to our tech director (see [Section 15](#)).
- 2.22. On a case-by-case basis, AER will consider allowing a particular make and model car that would not normally be compliant with rule 2.1 to race with AER. To submit a car to be considered, please send an email to tech@americanenduranceracing.com with as much information about the proposed car. AER will take several factors into consideration, such as (but not limited to) car structure, performance envelope and overall safety of the proposed car. If AER decides to allow the car to race, the make and model will be added to an exception list attached as [Appendix D](#) of this rule book. When it is added to the list of exceptions, the addition will be provisional until that make and model car has raced in the series for at least two races. During this provisional period, the performance of the make and model will be closely monitored to ensure that it fits the spirit of racing in AER.

3. Registering For An Event

- 3.1. All drivers and crew must have an account with AER. Accounts can be created here: race.americanenduranceracing.com/register
- 3.2. The Team Captain will then create a new team, if one does not exist, and add drivers, crew and a car(s) to the team
- 3.3. The Team Captain can then register for an event and choose:
 - 3.3.1. Pit Box
 - 3.3.2. Garage Rental (where available)
 - 3.3.3. Transponder Rental
 - 3.3.4. Flagger In-Car Alert System Rental
- 3.4. Answers for registration questions can be found on our [Registration FAQ](#)
- 3.5. Payment for a race is due at time of registration. If you cancel your registration more than thirty days from the scheduled start of the event, you have the choice of receiving a full refund less a \$100 processing fee, or alternatively a credit of the entire amount that can be used towards another AER race within twelve months. If you cancel your registration within thirty days of the start of the event, you will receive a 75% credit towards another AER event within twelve months. To cancel a registration for an event, send an email to registration@americanenduranceracing.com.

4. Classing

- 4.1. Three day events will consist of a two hour qualifying race on Friday, eight hour endurance races on Saturday and Sunday and will use the following rules for classing.
 - 4.1.1. Rules for other event formats will be spelled out in those event's supplements.
- 4.2. Every car that intends to be raced must participate in the qualifying race. The data collected from the qualifying race may be used to reclass the car for the weekend.

- 4.2.1. Classing for the qualifying race will be determined by historical data and build reports supplied by teams.
- 4.2.2. An exception may be given for mechanical issues but must be authorized by AER Race Control via email: race@americanenduranceracing.com.
- 4.2.3. Qualifying races differ from endurance races in the number of stops required. See [section 6.1.1](#)
- 4.3. Any car on the track during the qualifying race and the race(s) must have an operating transponder. If a car does not have an operating transponder it will not be allowed on the track. If the transponder ceases to operate on track the car will be black flagged.
- 4.4. After the qualifying race, AER will group cars with similar lap times in classes, with a goal of 3 to 5 classes depending 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.
- 4.5. Cars will display class stickers, provided by AER, to distinguish classes. If a car does not run in the qualifying race, 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.
 - 4.5.1. Class stickers must be placed on the front and rear of the car in a position that can be seen by cars in front of and behind. A class sticker must also be placed inside the car where it can be seen by the driver.
- 4.6. 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.
- 4.7. The starting order for Saturday and Sunday’s race will first be sorted by class, and secondly by the previous races’ finishing order within that class.
 - 4.7.1. If a car fails to complete any qualifying race laps it will start from the back of the field for Saturday’s race.

5. Race Operations

- 5.1. See Supplemental Rules for each event pertaining to venue specific protocols, such as the event schedule, noise restrictions, and the like.
- 5.2. The maximum speed in the paddock is 15 miles per hour.
- 5.3. The grid will open 45 minutes before the scheduled start of the race and close 15 minutes before the scheduled start of the race.
 - 5.3.1. If a car is late to the grid (defined as coming to the grid after the grid closes, but before the pace car begins to move), the car will be placed at the back of the entire grid.
 - 5.3.2. If a car misses the grid (defined as coming to the grid after the pace car has begun to move, but before the green flag flies), the car will be held in pit lane until the green is thrown and the tail of the pack passes pit-out.

- 5.3.3. If a car misses the grid and remains in the pit or paddock for the start of the race, this will count as a stop if. However, the first twenty minutes from the time of the green flag will not count towards the stop. For clarity, 0 to 20 minutes after the green flag counts as 0 stops; 20 to 40 minutes counts as 1 stop; so on and so forth.
- 5.4. Race Start
 - 5.4.1. Race starts will be double file.
 - 5.4.2. As cars are released from the grid, the car on Pole Position will choose whether they start on the right or the left for the race start. Each car after the first will be directed alternately to the left or right by the Splitter. It is the driver's responsibility to remember which side they start on.
 - 5.4.3. Cars must drive under the Pit Out RFID on their way onto the track.
 - 5.4.4. Cars may drive single file, weave, accelerate, and brake in a safe manner to warm tires and brakes, but must remain with the pack.
 - 5.4.5. After two laps under double yellow and at a predetermined point, which will be announced in the morning drivers meeting, the pace car will turn off its lights, flag stations will pull in their double yellow flags and the Flagger In-Car Units will go dark. These actions are not signals to commence racing but are meant to notify drivers that a start will be attempted when the field reaches the start/finish line. At this time all weaving and tire warming should be completed and cars should take up a double file formation.
 - 5.4.6. After the Safety Car exits the track the lead car (pole position) has control of the field and sets the pace approaching the start/finish line until the starter waves the green flag.
 - 5.4.6.1. The lead car may not reduce pace from the time the pace car exits the racing surface and the green flag is displayed.
 - 5.4.7. Cars must maintain the double file formation until the green flag is displayed.
 - 5.4.7.1. It is the starter's discretion as to whether the field is appropriately formed and ready for the start.
 - 5.4.8. When the green flag is thrown and the Flagger In-Car Unit simultaneously displays a green flag the track is green everywhere and all cars may overtake.
 - 5.4.9. Any car that passes or moves out of the two wide formation before the green flag is displayed will receive a penalty for Passing Under Yellow.
- 5.5. Restarts
 - 5.5.1. All race restarts will be single file.
 - 5.5.2. At the same predetermined point used for the race start the pace car will turn off its lights, flag stations will pull in their double yellow flags and the Flagger In-Car Units will go dark. These actions are not signals to commence racing but are meant to notify drivers that a start will be attempted when the field reaches the

- start/finish line. At this time all weaving and tire warming should be completed and cars should take up a single file formation.
- 5.5.3. After the Safety Car exits the track the lead car has control of the field and sets the pace approaching the start/finish line until the starter waves the green flag.
 - 5.5.3.1. The lead car may not reduce pace from the time the pace car exits the racing surface and the green flag is displayed.
 - 5.5.4. Cars must maintain the single file formation until the green flag is displayed.
 - 5.5.5. It is the starter's discretion as to whether the field is appropriately formed and ready for the restart.
 - 5.5.6. Any car that passes or moves out of the single file formation before the green flag is displayed will receive a penalty for Passing Under Yellow.
- 5.6. Local Yellow Flags
- 5.6.1. 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.
 - 5.6.2. Passing any other car is prohibited from the moment the driver is able to see a yellow flag ahead until the car passes a manned flagging station that is displaying a green flag.
- 5.7. Full-Course Yellow (FCY) Procedures
- 5.7.1. If in the judgment of AER or track officials, a situation on track requires the suspension of racing, a full-course yellow (FCY) may occur.
 - 5.7.2. As soon as a FCY is in effect (signaled by a double-yellow flag at all flagging stations and by the Flagger In-Car Unit). Cars shall reduce speed. Racing and passing will cease. Cars shall immediately limit their speeds to a maximum of 75 miles per hour. It is the duty of the overall leader to slow down to safety-car speed (45 miles per hour) and control the field.
 - 5.7.3. In the event of a full course yellow (FCY), the safety car will be deployed. If a safety car cannot be deployed during a FCY, it is the job of the overall leader to control the field for the duration of the FCY.
 - 5.7.4. When a safety car is deployed, AER will attempt to pick up the overall leader of the race (irrespective of class). If the overall leader is not on track for any reason when the safety car deploys, the safety car will attempt to pick up the next highest overall positioned car.
 - 5.7.5. When safely able to do so, Cars shall "close the gap" by catching cars in front of them and shall make a tight pack. Failure to do so may be cause for black flagging and/or penalty. Under no circumstances are cars allowed to pass each other for any reason while under FCY conditions.
 - 5.7.6. Once the situation on track has been resolved and racing is ready to resume, if the safety car was unable to pick up the overall leader when initially deployed, the safety car will wave by cars until the overall leader is directly behind the

safety car. Cars that are waved by should proceed at near-race-pace to catch the pack prior to the restart of the race. If the overall leader is in the pit, or has pitted during the FCY, then the safety car will pick up the car that was next behind the leader. If that car is in the pit or has pitted, the next car on the track will be picked up, and so on and so forth.

5.7.7. Once the safety car has the appropriate car behind, racing is subject to start.

5.7.8. Pit-Road Operations under FCY.

5.7.8.1. At all times during FCY, pit-in will remain open and cars can enter the pit at any time.

5.7.8.2. As soon as FCY is in effect, pit-out will be closed.

5.7.8.3. Pit-out will remain closed until the tail of the pack approaches pit-out. At that time, and on every passing of the tail of the pack, pit-out will open and waiting cars will be released.

5.7.8.4. Once all the released cars queued at pit-out have passed the marshal with the stop/go sign, the pit-out will remain open for ten seconds. Once this time has expired, pit-out will be closed again until the tail end of the pack passes pit-out again.

5.7.8.5. On the last lap of the FCY, pit-out rules will be the same, where pit-out will remain closed until the race is green-flagged AND the tail of the pack passes pit-out. Then, and only then, will pit-out open and stay open.

5.8. Black Flag Procedures

5.8.1. If at the discretion of AER or the track there is a need to suspend racing, the race shall be black flagged. When a black flag is displayed at the appropriate flag stations, racing will be suspended, FCY speeds shall be in effect, and cars will enter the pit in a single file line in the order they were on the track.

5.8.2. During a black flag, no work may be performed on the car whatsoever in pit lane. Items deemed to be “driver comfort” may be serviced, such as drink bottles, cool shirts, and cleaning the windshield. Any work on the car, including but not limited to, checking or changing tire pressures or engine fluids, is strictly prohibited. No driver change is allowed, unless authorized by AER on a case by case basis by consulting with a pit steward.

5.8.3. If during a black flag, a car becomes disabled (such as leaking fluids, won't restart, etc.), the car will be sidelined and cannot be touched until the green flag is thrown. At this time, the car may either go behind the wall or be pushed to the pit stall of the team. While this stop will count, the pit-in timer starts when the green flag is thrown.

5.8.4. When the need for a black flag ends, cars will return to the track in FCY conditions in the same order they came off, under the control of the safety car. Cars will be pointed by until the leader (or, if the leader is not present, the next

car in order on track) will be picked up. There will be at least one lap under FCY before the restart.

5.8.5. If a car goes through the pit-in RFID reader before the black flag was thrown, they can go to their pit stall and the stop will be counted as an official “stop”. The team can continue to complete the stop (including working on the car, fueling, driver change, etc.) even when the black flag is thrown. However, the car will be placed at the end of the pack when released from pit lane at the end of the black flag.

5.8.6. If a car is in the paddock on a long stop when the black flag is thrown, credit will not be given for the time from when the black flag is thrown to when the green flag is thrown.

5.9. Infractions, Penalties, and Probation

5.9.1. For each racing event, AER will maintain a log of all infractions committed by teams, drivers, or crew. Any violation of this rule book or any of the infractions outlined in [Appendix B](#) of this rule book will be logged to the car and assigned a point value.

5.9.2. As the car accumulates infraction points through the course of a racing weekend, penalties will be given as outlined in [Appendix B](#) of this rule book. Infraction points will be cumulative for the duration of the event.

5.9.3. Drivers may be placed on probation at the sole discretion of AER, in response to a violation of the rules or accumulation of points, poor driving etiquette, an on-track incident, or for any other reason. When a driver is placed on probation, the driver will be told why, and for how long they will be on probation. During this period, the driver will be subject to a much higher level of scrutiny. If the driver continues to exhibit poor behavior during the probationary period, the driver may have their driving privileges revoked or be banned from the series entirely.

5.10. Cars that enter the paddock during a race may not be parked or stopped in any fire lane or other restricted area as defined by the track or AER.

6. Mandatory Pit Stops, Pit Stop Timing and Stint Length

6.1. The minimum mandatory number of stops will be set by dividing the race length (in minutes) by 90 and subtracting 1. If this number is not a whole number, it will be rounded up to the next whole number. For example: an eight hour race will require five mandatory stops: 480 divided by 90, minus 1 = 4.3. Since 4.3 is not a whole number it would be rounded up to 5.

6.1.1. Qualifying Races will require 3 mandatory stops.

6.2. 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 is at least three minutes.

- 6.3. 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 the pit lane. If a team or driver is found to be driving in a manner that would be considered "killing time" before reaching the pit-out RFID antenna, that team may be subject to a penalty.
- 6.4. Stop times cannot be combined. For example, sitting in the hot pit for six minutes will only count as one stop, not two.
- 6.5. If a car is in the pit or paddock for an extended period of time, the following will apply. For cars that have a stop for greater than three minutes, but less than twenty minutes, this shall count as one stop; for stops greater than twenty minutes but less than forty minutes, this will count as two stops; For stops greater than forty minutes but less than sixty minutes, this will count as three stops; so on and so forth.
- 6.6. Failure to complete the mandatory number of stops will incur a lap penalty equal to the following formula: $(20 \text{ minutes}) / (\text{the cars' fastest lap time})$ rounded up to the next whole number of laps, multiplied by the number of stops missed.
- 6.7. Short stops may be made at any time during the race, but must follow all pit stop procedures as outlined in section 8. Short stops will not count towards the minimum mandatory stops in any regard.
- 6.8. It is possible that the race may unexpectedly be reduced in duration.
 - 6.8.1. If the race is going to be ended early and notice is given to AER, AER will notify the teams as soon as possible. The number of mandatory pit stops may be reduced depending on when the change of duration occurs, and on how much notice AER is able to give teams. It is then the team's responsibility to complete the prescribed number of stops. In this case, there will not be any exemptions from rule 7.6.
 - 6.8.2. If the race is ended prior to the scheduled time for reasons beyond the control of AER and without reasonable notice to the teams, any car which has not completed the number of pit stops defined in 7.1 will have their results adjusted. AER will look at all green-flag pit stops that the car has made under five minutes, and average them. Using that result, AER will manually make an adjustment to the car's laps.
- 6.9. Any pit stop must begin (as defined as passing through the pit-in RFID reader) no less than ten minutes before the scheduled end of the race. If a pit stop begins after that point, it will not be counted.

7. Pit Stop Procedures

- 7.1. Pit Lane speed is 35mph
- 7.2. Cars driving through the pit lane at speed must remain in the lane furthest away from the pit boxes (Lane 3).
- 7.3. The center lane (Lane 2) is used for transitioning from Lane Three into and out of the pit boxes (Lane 1).
- 7.4. Cars should drive through as few pit boxes as possible when entering and exiting their pit box. Under no circumstances should a car be driving through Lane 1 at speed.
- 7.5. If a car cannot maintain 35mph it may drive in Lane 2 but all other cars have right of way and may pass it. This is the only circumstance where passing is allowed in pit lane.
- 7.6. No one is allowed over the wall, and both feet must remain planted on the cold side of the pit wall, until the car comes to a complete stop. Further, there cannot be any fuel jugs, tools, supplies, or any other materials on the wall or hot side of the wall until the car comes to a complete stop.
- 7.7. It is recommended that all teams have a lollipop type of sign to make sure their drivers can safely locate their pit stall.
- 7.8. No more than five people are allowed over the wall at any time during a pit stop. This includes the driver in the car.
- 7.9. Everyone over the wall must be in full safety gear as outlined in [1.4](#), with the following exceptions
 - 7.9.1. Over-the-wall crew are not required to wear a head and neck restraint as noted in [1.5](#)
 - 7.9.2. Crew may use a helmet that is SA2005 or later.
- 7.10. Reversing under power is not allowed in the hot pits.
- 7.11. The maximum speed through the RFID reader is 5 miles per hour.
- 7.12. Work can be performed on the car in the hot pits when not fueling (see 9.1). 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.
- 7.13. 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.
- 7.14. All teams must have a pit board.

8. Fueling

- 8.1. 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 of the rules in this section apply.
- 8.2. During the race (defined as the time between the pace car and race cars leaving 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.
- 8.3. At all other times outside of the time defined in 9.2, cars may be fueled in the paddock.
- 8.4. Cars may not be fueled while on the grid before the race.
- 8.5. 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 the pit stall, subject to [8.6](#). It is allowable to have two people each holding a fuel jug, subject to [8.8](#).
- 8.6. For cars with more than one filler neck or dry break, only one may be filled at a time.
- 8.7. During fueling the master electrical shut-off of the car must be switched off.
- 8.8. 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 standing approximately six to ten feet from the open fuel cap or dry-break orifice and in position and ready to operate the fire extinguisher, which includes holding the nozzle in the direction of the fueling operation. The person who is acting as the fireman may not serve any purpose other than holding the fire bottle. The person who is active as the fireman may not be the person removing or replacing the fuel cap, moving fuel bottles, or moving the catch pan.
- 8.9. During fueling, drivers may enter and exit the car and visual inspections of the car are allowed. No other action is allowed.
- 8.10. 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.
- 8.11. During fueling, the visors must be down on all helmets of anyone over the wall, including the driver in the car.
- 8.12. The use of a funnel is prohibited.
- 8.13. Any fueling equipment or procedure deemed to be unsafe by AER will not be allowed.

9. Tire Changing

- 9.1. During the race (defined as the time between the pace car and race cars leaving the grid at the beginning of the race, and until the checkered flag flies at the end of the race), tires may only be changed in the hot pits, pursuant to the rules of this section. To be clear, tires can never be changed anywhere outside of the hot pits during a race.
 - 9.1.1. Exception to 9.1: Cars in the paddock during a race for 20 minutes or more may change tires in the paddock.
- 9.2. Raising of the car in pit lane shall only be for the purposes of tire changes although inspection of components in the wheel-well of the car (such as braking components, hubs and bearings, control arms, etc.) may be performed during tire changes.
- 9.3. Under no circumstances shall any crew member or body part be under the car while it is in the air.
- 9.4. Only one impact gun, ratchet or the like is allowed over the wall at a time.
- 9.5. Only one jack is allowed over the wall at a time.
 - 9.5.1. Jacks must be hand-operated pump-style.
 - 9.5.2. Air jacks are allowed but must be approved by AER. If they require a bottle of gas to be present in the pit stall it must be on the cold side of the wall, secure and have a cage protecting the valves, regulator and connections on the bottle.
- 9.6. No more than five tires, including those mounted on the vehicle, may be over the wall at any time.
- 9.7. At any time the tires of the car are “in the air”, defined as the rubber of any tire not touching the ground, there must be a dedicated spotter. This spotter must be located at the front corner of the car adjacent to the transition lane facing oncoming traffic. The purpose of this person is to keep watch of the people working on the car, and provide warning to workers about other cars that are coming down pit lane. The spotter may not perform any work on the car or handle any tools, air-jack hoses, etc.

10. Scoring

- 10.1. 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.
- 10.2. Team Championships
 - 10.2.1. During the season, there shall be two “Team Championships”, which are competitions between the cars that run races in the two different categories in AER, Power to Weight and Performance-based.
 - 10.2.2. Winners will be determined by the car that completes 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.
 - 10.2.3. Points and awards will only be given to cars that have finished at least fifty percent of the laps of their class winner.

- 10.2.4. Points will be awarded for the qualifying race of a race weekend as follows: 1st place 12 points; 2nd 9; 3rd 7; 4th 6; 5th 5; 6th 4; 7th 3; 8th 2; 9th 1.
- 10.2.5. 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.
- 10.2.6. 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.
- 10.2.7. For events that don't follow AER's standard two race format a different points structure may be used and will be outlined in that event's supplement.
- 10.2.8. Yearly points totals will determine season Team Champions.
- 10.2.9. Season Team Championship points are tied to the car chassis. If a car chassis is lost due to collision or other reasons, points will only transfer to a replacement chassis within a season on a case by case basis at the sole discretion of AER.
- 10.3. Driver Championships
 - 10.3.1. During the season, there shall be a "Driver Championship", which is a competition between the drivers that run races in AER.
 - 10.3.2. At the end of each qualifying race cars will be assigned points depending on the position that car finishes within its class as follows: 1st place 125 points; 2nd 90; 3rd 75; 4th 60; 5th 50; 6th 40; 7th 30; 8th 20; 9th 10; 10th 5. The car must complete 50% of the class winner to have these points assigned.
 - 10.3.3. At the end of each endurance race cars will be assigned points depending on the position that car finishes within its class as follows: 1st place 250 points; 2nd 180; 3rd 150; 4th 120; 5th 100; 6th 80; 7th 60; 8th 40; 9th 20; 10th 10. The car must complete 50% of the class winner to have these points assigned.
 - 10.3.4. A calculation will then be performed that determines the percentage of laps each driver spent in that car for that race. That percentage will be multiplied by the points assigned to that car in 11.3.2 or 10.3.3. The result of that equation will be the points awarded to that driver.
 - 10.3.5. For example: A car finishes in 3rd place in its class. There were three drivers, one who drove 100 laps, another who drove 30 laps, and another who drove 50. They would receive 83.3, 25.0, and 41.7 points respectively.
 - 10.3.6. Yearly points totals will determine the season Driver Champion.
- 10.4. 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.
- 10.5. There will also be recognition of the three drivers who accumulated the most driver championship points at that race.

11. Driver Conduct and Expectations

- 11.1. 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.
- 11.2. 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 15](#)). Not knowing the rules will not be an acceptable defense or excuse.

12. Passing

- 12.1. 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.
- 12.2. The car entirely in front has the right to choose any position on track, so long as it is not considered to be blocking.
 - 12.2.1. Blocking is when a driver makes two or more line changes in an attempt to prevent the trailing car from passing. Moving offline then back to the racing line is considered two line changes and blocking.
 - 12.2.2. A driver who is determined to be blocking another car attempting to pass may be black flagged and/or penalized.
- 12.3. 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.
- 12.4. 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.
- 12.5. 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.

13. **Car to Car Contact, Investigations & Protests**

- 13.1. Car to car contact is strictly forbidden and it is every driver's responsibility to avoid contact on the race track.
- 13.2. If an incident of contact occurs, it is strongly recommended 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 request the incident be reviewed by AER.
 - 13.2.1. Requests for incident reviews may be filed with AER no later than 30 minutes after the race's completion.
 - 13.2.2. Requests should be made via email to: race@americanenduranceracing.com
- 13.3. In the case of an incident or a situation that is brought to AER's attention, AER will investigate the issue. AER will collect all of the available information to come to a decision during an investigation. This could include, but is not be limited to: information from and discussions with 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.
- 13.4. 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.
- 13.5. In the case where there is damage to the track, the financial liability will be placed upon the person or persons who are at fault in the incident, solely at the discretion of AER. The participant will pay for the damage upon demand of AER.
- 13.6. Protests of AER's rulings, classing, competitor's rules compliance or any other matter must be submitted to AER no later than 30 minutes after the race's completion via email to: race@americanenduranceracing.com

14. **Contact AER**

- 14.1. General info: info@americanenduranceracing.com
- 14.2. Registration questions: registration@americanenduranceracing.com
- 14.3. Tech questions, including car and driver eligibility: tech@americanenduranceracing.com
- 14.4. Operational issue concerning an event in progress: race@americanenduranceracing.com

Appendix A - The Flags

- Green Flag



The green flag has two purposes. First, it will be displayed at the start/finish flagging station to indicate the beginning of the racing session. This may be at the beginning of the race, or at any restart following a full-course yellow. When presented at start/finish, it means that the entire track is green and racing can commence. Second, it will be presented at a flagging station following a local yellow, see “Yellow Flag - Standing” and “Yellow Flag - Waving” below.

- Checkered Flag



The checkered flag indicates that a racing session is completed. Cars that pass the checkered flag should be aware that racing is still occurring on the track for cars that have not passed the checkered yet. It is expected for cars to return to pits at the next opportunity following the checkered flag.

- Yellow Flag - Standing



A standing yellow flag is indicating a hazardous condition that the driver needs to be aware of and proceed cautiously. Absolutely no passing may occur once the yellow flag is visible to the driver. Passing may not occur until the car reaches an imaginary line tangent to the flag station showing a green flag.

- Yellow Flag - Waving



A waving yellow flag indicates a serious and hazardous condition, most likely on the racing surface. The driver needs to slow adequately in a safe manner, and absolutely no passing may

occur once the yellow flag is visible to the driver. Passing may not occur until the car reaches an imaginary line tangent to the flag station showing a green flag.

- Double Yellow Flag.



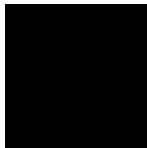
Two standing yellow flags displayed at all manned flag stations indicate full-course yellow (FCY) and the deployment of a pace car is most likely imminent. No passing is permitted. Leaders must slow to pace car speed. Trailing cars need to also slow, but drive at a brisk, safe speed until they have closed with the field. Drivers should be prepared to encounter a local yellow flag situation and/or a pace car (or a slow moving pack behind the pace car). Cars may carefully pass emergency vehicles. Cars may pass other cars that are disabled or cannot keep the pace as signified by the driver raising an arm out of the window.

- Black Flag - Single



A single black flag will be displayed, often accompanied with a car's number, to an individual car indicating that it is to return to the pit immediately to serve a penalty.

- Black Flag - All



Black flags shown at all flagging stations indicate that racing is suspended, no passing is allowed and cars should return to the pit immediately. Once in pit lane marshals will direct the drivers where to line up.

- Red Flag



The red flag indicates that there is a serious situation on track and that racing needs to be suspended immediately and no passing is allowed, except in an emergency situation to avoid

collision. Cars must to come to a controlled stop on the side of the track in view of a flagger, remain in their cars and await further commands.

- Passing Flag



The passing flag is an advisory to let a driver know that they have potentially faster traffic close behind and should be prepared to be passed.

- Debris Flag



A debris flag will be displayed to let a driver know that there may be fluids or debris on the track, and to proceed with caution. A yellow flag may be used along with or in place of the debris flag.

- White Flag



This is a local advisory flag alerting the driver that there is a slow moving vehicle on course. This is usually used to indicate another participant's vehicle is moving slowly. However, it could be used to indicate a safety vehicle on course (presumed to be driving slowly).

- Mechanical Black Flag (aka Meatball)



This flag will be displayed to a car advising them that there is a mechanical condition with the car and they must return to the pits immediately to resolve the mechanical condition. AER will endeavour to provide information to the team either by text message or by pit steward to let the team know what the issue is.

- Rain Flag



This flag will be displayed continuously when conditions are deemed to warrant rain lights. When displayed cars are required to turn on their rain lights. When this flag is withdrawn cars must turn off their rain lights.

Appendix B - Infractions and Penalties

Class A Infractions (5 points each)

- Passing while station is standing yellow
- Passing while station is waving yellow (+1)
- Passing while under full-course yellow (+3)
- Passing in area of incident, EV or safety car (+5)
- Speeding during code 35 (+ at race director's discretion)
- Fueler's visor up while fueling
- Fueler's gear improper
- Fireperson multi-tasking or negligent
- Disobeying pit out stop sign (+10) (laps gained by this will be removed as well)
- Endangering pit marshal(s) or safety car driver (+ at race director's discretion)
- Rude, disrespectful, or unsportsmanlike behavior (+ at race director's discretion)
- Avoidable contact (+ at race director's discretion)

Class B Infractions (3 points each)

- Driving over blend line while racing
- Driving over blend line while leaving pit lane
- Disregarding black flag
- Blocking
- Not following safety car's instructions
- Speeding in the paddock
- Speeding on pit lane
- Speeding through RFID readers
- Improper use of pit lanes
- Fueling in paddock during race
- Feet and/or equipment did not remain on cold side of wall before car stopped moving
- Excessive fuel spillage while fueling
- Improper gear when over the wall (non-fueler)
- Non-fueler's visor up while fueling
- Working on car while fueling
- Crew under car while car is jacked in hot pits
- Performing work other than tire changes while car is jacked
- More than one jack over the wall
- More than 5 tires over the wall
- More than one tire gun over the wall

Spotter not present or in correct position while car is jacked

Working on car during black flag all

Car not killed while fueling

Improper disposal of fluids

Class C Infractions (1 point each)

Incorrect class stickers

Incorrect sponsor stickers

Incorrect traffic flow

Reversing under power on pit lane

Too many people over the wall

The Race Director reserves the option to add points to any and all infractions based on their severity.

Penalties

10 points – stop and go

20 points – 2 minute hold

30 points – 5 minute hold

35 points – 10 minute hold

40 points & up – Penalties at Race Director's discretion

Appendix C - Required Stickers



Appendix D - Car Exception List

As described in section 2.22 of the rule book, this is a list of cars that do not comply with rule 2.1 but are allowed to compete in AER.

Make	Model
Ginetta	GT55 GT4
Ginetta	GT55 GTA