

**NOTE: Schedule revised on 5/9/2013**

**SUPPLEMENTAL REGULATIONS**  
CHICAGO REGION, SPORTS CAR CLUB OF AMERICA, INC. PRESENTS

- A. The Continental Motors Group National and Whole Lotta Miata Restricted Regional Road Races at Autobahn Country Club (South Course), May 18-19, 2013
- B. National Sanction No: 13-N-2719-S Restricted Regional Sanction No: 13-RR-2801-S
- C. This event is organized by the Chicago Region, Sports Car Club of America, Inc., (SCCA), and will be held under the current SCCA General Competition Rules, except as modified by these Supplemental Regulations. This race is open to holders of SCCA National Competition Licenses only.
- D. Chicago Region  
Sports Car Club of America, Inc.,  
921 Lawn Circle  
Western Springs, IL 60558-2262
- E. This is a National Race Event with a Restricted Regional for Spec Miata. See official schedule for race groupings and session lengths.
- F. The attached schedule is part of these supplemental regulations.
- G. Registration information
  - 1. On line registration for this event is available for those entrants using credit cards and electronic checks. To register online, please go to <http://cendiv.motorsportreg.com>.
  - 2. NOTE: Once you have entered all your personal and car data, it is archived and you will not have to re-enter it for subsequent races.
  - 3. The registrar for this event is Helga Meyer. All correspondence shall be sent to

Helga Meyer  
1101 Oriole Drive  
Munster, IN 46321  
(219) 838-9232  
helgameyer88@aol.com

- 4. You must fill out the entire entry form. Entries are not official until the entry form is signed/submitted online, received, paid, and accepted. We are not responsible for entries lost or delayed in transit.

Telephone, emailed, and faxed entries will not be accepted. Mailed entries will not be processed without payment. Late fees may be applied in these cases. A \$40.00 service fee will be charged for bad/returned/NSF checks and/or refused credit card charges, and the entry will also be considered a late entry. Personal checks, cash, cashiers checks and traveler's checks will be accepted. Online entries accept Visa/MasterCard and electronic checks only.

**National Entry fees:**

	Standard	SRF/FE
Online or mail:	<b>\$325</b>	<b>\$335</b>

Add **\$125** for same driver in a second class (or driver entered in national entering restricted regional).

**Restricted Regional Only (SM only): \$225**

Add **\$50** late fee for all entries submitted after May 14, 2013 11:59 PM CDT

**Pertinent dates for this event (all dates 2013):**

*Late Fee Deadline after*  
Central Division reserved car *number hold*  
\$50 Cancellation fee after

**May 14, 11:59 PM CDT**  
**April 28, 11:59 PM CDT**  
**May 14, 11:59 PM CDT**

Online registration closes  
*No Entry Cancellation Fee if Cancelled by*  
Credit Card will not be charged until after  
Late entries at track will not be processed until after

**May 14, 11:59 PM CDT**  
**May 14, 11:59 PM CDT**  
**May 15, 8:00 AM CDT**  
**May 17, 7:00 PM CDT**

H. Chief Steward: Nonda Van Gulden  
(608) 574-4053  
Email: nonda\_van\_gulden@hotmail.com

Chairman SOM: Fred Cummings

I. Race results and trophy distribution will be per the GCR and FasTrack updates. They will be available at the Driver Information Center after results become official. No trophies will be mailed

J. See attached schedule for Scale/Tech hours.

K. Restricted regional "Whole Lotta Miata" rules:

1. The restricted regional is limited to Spec Miata (SM) class competitors.
2. Competitors for the restricted regional will be broken into two groups, ABCC and SCCA. You may only compete in one group. ABCC is restricted to Autobahn Country Club members.
3. The ABCC group is part of the 2013 Autobahn Country Club Spec Miata series. All series rules apply for that qualifying and heat race.
4. All cars must comply with SCCA car specification and safety rules. Please contact Joe Griffin with any questions.
5. A maximum of 50 cars will start the Challenge Race.
6. The starting lineup for the ABCC vs SCCA Challenge Race will be based on the finishing order of the respective heat races. The fastest qualifier among the two race winners will be awarded the pole. The other race winner will start on the outside pole. The remaining lineup will continue to alternate from each group until the grid is filled. If there is an uneven number of cars from one group or the other, the remaining cars will fill in at the back until the 50 car limit is reached.
7. The Challenge Race will be 45 minutes timed. In the event of a race stoppage due to a red or black flag, the stopping/continuation of the clock will be at the sole discretion of race control.

L. Other information

1. Any technical or vehicle inspection questions should be directed to:  
John Palanchar  
(708) 599-5928  
Email: rahalfan@msn.com
2. Noise Pollution Regulation: Maximum sound reading allowed by local ordinance is 103dB. During the race you will be black flagged after 3 readings in excess of 103dB, and moved to last finishing position if you have a finish with a loss of event points.
3. Functioning transponders AMB TRANX 260 properly mounted to the competition vehicle will be required for all classes. Transponder times are official time for all competition vehicles.
4. The following radio frequencies are reserved for race operations and may not be used by any competitors. Race Officials reserve the right to designate other frequencies for race administration.

452.700	457.700	461.150	461.325	462.200	463.700	464.075
461.175	463.225	464.525	466.175	468.225	469.525	

5. You will not be allowed to enter the false grid until the group from the preceding session is on the track.
6. All requests for split starts must be submitted to the Chief Steward within 30 minutes of posting of the provisional grid.
7. All cars will exit the pits into the paddock only at Pit Out.
8. Drivers may be held responsible for harm to property, including damage to the track and to the environment. Fees charged for the removal / disposal of hazardous waste or used tires will be assessed to the responsible driver.
9. If the fastest qualifier in a race group chooses to start from the "outside pole position" (per GCR), this decision must be conveyed to the Grid Marshal at the front of the field *before* the 5 minute signal is given for that race group.
10. Credentials for one driver and up to four (4) crew members will be issued at registration. Two additional crew passes and extra guest passes may be purchased at registration for \$10 each. Up to six (6) crew members are allowed in the pits at one time. There is no charge for guest passes for minors 12 and under.
11. Proper credentials, closed toe shoes, and shirts with sleeves are required in pit lane, on the false grid, and on the grid.
12. All competitors must maintain a slow, prudent speed on pit lane at all times. Use the transit lane until reaching and upon exiting your pit stall. Do not drive through other pit stalls. Tire scrubbing is permitted after the apex for corner one.
13. Four (4) crew members (plus the driver) are allowed over the wall to service a vehicle in pit lane, and only two (2) crew members are allowed over the wall for signaling purposes. No crew members are allowed at the pit wall during starts and restarts.
14. When leaving the pits, you must stay to the left of the blend line until it ends in corner 1.
15. Please do not put any equipment in pit lane, including at the pit wall, +/- 10 feet of start / finish, as this may interfere with timing and scoring electronics.
16. If the Chief Steward allows the substitution of a car or driver, per GCR 5.12.2.A.6, any qualifying times earned for the original car / driver up to that point will be removed.
17. A competitor involved in contact, or who has violated flag rules (yellow, black, red, or checker), must report directly to impound in the race car, and report to the impound steward.
18. A competitor who witnesses contact, or witnesses a violation of flag rules, in the spirit of the sport, should also report to the impound steward.
19. During practice, competitors will receive the checkered flag at Start / Finish, and complete their current lap.
20. Attached are the Autobahn Country Club Track rules. They are considered part of these supplemental regulations, and are enforceable as such. Event amendments to these rules:
  - i. On track hours will be per schedule and/or adjusted as needed for race operations
  - ii. Race engines may be started after 7:30AM Saturday and Sunday.
  - iii. No race engines may be run past 15 minutes after the last checkered flag of each day or the time published in the track rules, whichever is later. Cars that are released from impound or SOMs after that point may restart their engine and drive directly to their paddock (unless otherwise directed), and shut off their engine for the day.

iv. All competitors must vacate the premises by 7:00 PM Sunday.

## REVISED 5/9/2013

2013 Continental Motors Group National and Whole Lotta Miata Restricted Regional  
Autobahn Country Club

### Friday, May 17, 2013

6:00PM 9:00PM Registration  
6:30PM 9:00PM Technical Inspection

### Saturday, May 18, 2013

6:30AM 12:00PM Registration  
7:30AM 11:45AM Technical Inspection (Priority order based on first on track session)  
8:00AM Group 1 Practice  
To be followed by Group 2 Practice  
Group 3 Practice  
Grps 4/M1/M2 Practice  
Group 5 Practice  
Group 6 Practice  
Group 7 Practice  
Group M1 Qualifying  
Group M2 Qualifying  
Group 1 Qualifying  
Group 2 Qualifying  
Lunch  
1:15PM Group M1 Heat Race 16 laps or 30 minutes, whichever comes first  
Group M2 Heat Race 16 laps or 30 minutes, whichever comes first  
Group 3 Qualifying  
Group 4 Qualifying  
Group 5 Qualifying  
Group 6 Qualifying  
4:30PM 5:00PM Registration  
Group 7 Qualifying  
Groups M1 and M2 45 minute ABCC vs SCCA Challenge Race

**All practice sessions are scheduled for 20 minutes**

**Qualifying sessions for groups 1-7 are scheduled for 25 minutes**

**Qualifying sessions for groups M1 and M2 are scheduled for 15 minutes**

### Sunday, May 19, 2013

7:00AM 11:30AM Registration  
7:45AM 9:30AM Technical Inspection  
8:30AM 10 minute Warm Up Groups 1, 3, 7  
To be followed by 10 minute Warm Up Groups 2, 4, 5, 6  
9:00AM Race 1  
To be followed by Race 2  
Race 3  
Approximately 45 minute lunch break  
To be followed by Race 4  
Race 5  
Race 6  
Race 7

**All races 22 laps unless modified by SOM per GCR**

Group 1 FF, FV, F5  
Group 2 EP, FP, HP, GTL, STL, B-Spec  
Group 3 SRF  
Group 4 SM  
Group 5 GT1, GT2, GT3, T1  
Group 6 AS, T2, T3, T4, STU  
Group 7 FA, FB, FC, FE, FM, CSR, DSR, S2  
Group M1 SCCA SM Restricted Regional  
Group M2 ABCC SM Restricted Regional

# 2013 Continental Motors National and Whole Lotta Miata Restricted Regional PARTICIPANT INFORMATION SHEET

We will be using a deferred payment system. Any registrations and parking fees received on or before May 14, 2013 will not be charged until on or after May 15, 2013.

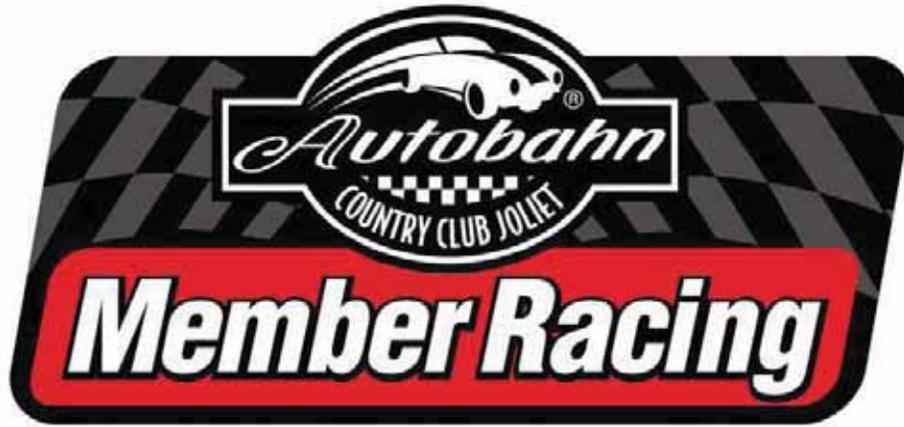
Black Flag station is at the end of Pit Lane.

There is no Mandatory GCR Re-inspection.

The track will be hosting a non-SCCA sanctioned test day on Friday, May 17. Please see attached flier for information.

Trophies and Results will be at the Driver Information Center.

1. Racing and non-leaded fuel will be available at the track.
2. Sound measurements will be taken on the left side of the track between turns 6 and 7.
3. Competitors are responsible to monitor the public address system for pages for 30 minutes after provisional results for an on-track session are posted. Competitors who are unable to clearly hear the track public address system shall monitor 103.7 FM.
4. Make all checks payable to CHICAGO REGION SCCA. Entries will NOT be processed without a payment. Faxed copies of checks are NOT acceptable.
5. The Competition Committee of the Chicago Region, SCCA, Inc. will accept or reject all entries. An entry will not be accepted unless the full entry fee accompanies the entry form. All requests for refunds must be made in writing or e-mail to the registrar no later than 10 days after the event. Beyond 10 days, requests for refunds must be approved by the Chicago Region SCCA Competition Committee. **A \$50.00 cancellation fee applies to all cancellations** after May 14, 2013.
6. At the time of registration, you must present the following:
  - Current SCCA membership card or proof of membership.
  - SCCA Photo ID.
  - National Competitors: A valid SCCA National License.
  - Restricted Regional Competitors: A valid SCCA Novice Permit, Regional, or National license, or license accepted per GCR (which includes ABCC Level 1 and Level 2 licenses).
7. Technical and safety inspection will be at the Tech Building. Saturday and Sunday technical inspection are available by appointment only.
8. In the event a yellow flag is required for the Pit Lane Only, a yellow flag with a board reading "Pit Lane" will be displayed at the black flag station.
9. No one shall ride on the bodywork of race cars, tow cars, or trailers.
10. Vehicles and trailers parked in Fire Lanes, unauthorized areas, or parked in violation of the Paddock Marshal's instructions will be towed away without notice.
11. All vehicles are to be driven at a slow and safe speed in the paddock.
12. Trophies will be awarded per GCR or better.



# Autobahn Members Racing Series Competition Rules



Latest update 3/2/12

Autobahn Country Club is proud to present the Autobahn Members Racing Series. This series is intended to give the Autobahn Members a safe, fun, and fair environment to compete in motorsports activities that go beyond just the normal lapping sessions. All motorsports events should be considered dangerous. Property damage and/or personal harm are real possibilities. In an effort to reduce these possibilities this rule book has been created as a guideline for both the competitors and officials. It is intended to be used as a reference guide when needed, however good sportsmanship and fair play are to be expected and it should be interpreted with "spirit of intent". The interpretations of all rules shall be solely determined by the officials and their judgment will be final.

There are several classes to choose from. The most experienced as well as those who have never competed in a motorsports event should all feel welcome and find a class that will get the adrenaline flowing. In the end it is our hope that a sense of comradery and some lasting memories can be shared by all.

#### Key Contacts:

Mike Gritter –Race Director

[mikegritter@autobahncc.com](mailto:mikegritter@autobahncc.com)

815-823-8587

Tom Bagley-Competition License Steward

[tombagley@autobahncc.com](mailto:tombagley@autobahncc.com)

815-823-8588

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## **1. Race Director Authority**

The Race Director shall be the authority for control over all racing competitions within the Autobahn Members Racing Series. This rulebook has been established by the Race Director and shall be referred to in all decisions. The rulebook may be revised at any time; updates to the rules will be sent via E-mail to all the participants and also posted in a visible location in the clubhouse. All rule changes will be considered effective immediately unless otherwise noted. All rules within this book should be interpreted with logic and "spirit of intent." Any input from a participant will be considered, however the Race Directors decisions will be considered final.

## **2. Officials and their Duties**

Each racing event will have a staff appointed, whose duty it shall be to direct the control of the event.

These may include the following:

- Chief Steward
- Steward of Safety
- Race Control
- Grid Chief
- Starter
- Chief of Timing and Scoring
- Chief of Technical Inspection
- Corner Marshalls

Not every position needs to be filled for every event and it is acceptable for one person to fill more than one role.

### **2.1 Race Director**

The Race Director shall oversee all aspects of the Autobahn Member Racing Series. This includes scheduling, rulebook creation and revisions, sponsorship organization, and driver history record keeping.

### **2.2. Chief Steward**

The Chief Steward shall be responsible for the general operations of the event. The Chief Steward has the authority to impose any penalties it deems appropriate in order to keep the racing series both safe and fair. This includes but is not limited to the reduction of points, exclusion from events, or the revoking of a racing license.

The Chief Stewards responsibilities shall include:

- Generate all event schedules and make any adjustments to the schedule during an event as is necessary
- Determine if there has been any rules infractions
- Consider if any classes should be combined or split into two or more groups
- Assure no racing event starts until all necessary equipment and personnel are in place
- Gather all reports of misconduct on or off the track
- Determine the length of all races
- Accept all entry forms

The Chief Steward has the authority to disqualify a car, remove a tech inspection sticker, disallow qualifying times, direct cars to be impounded at any time, and impose time, lap, event points, or position penalties.

The Chief Steward may also impose penalties against a driver who presents a safety hazard or does not conduct his actions according to the spirit of good sportsmanship.

The Chief Steward shall also review any reports from Race Control, Steward of Safety, Corner Marshalls, or participants. He/she should be familiar with all track personnel and shall take into consideration the experience and skill level of all such personnel when making a judgment.

### **2.3. Competition License Steward**

The Competition License Steward shall be responsible for the issuance of all Autobahn Racing/Instructor licenses. This shall include the collection of all necessary forms including Medical Exam forms. The Competition License Steward shall maintain current information on all licensed drivers and shall provide the Chief Steward with an accurate list of all drivers eligible to compete. The Competition License Steward shall have the authority to deem drivers ineligible to compete if all the requirements have not been met. All licensing decisions made by the Competition License Steward shall be considered final.

### **2.4. Steward of Safety**

The Autobahn Safety Team member who has been designated crew chief for the day shall be considered the Steward of Safety. The SoS shall be responsible for assuring all safety personnel are in proper position for racing to be conducted. The SoS shall report any actions that he/she deems to be a compromise of safety to the Chief Steward.

### **2.5. Race Control**

Race Control shall be responsible for the proper actions of the Flagging and Communications team. This person shall work directly under the Chief Steward to determine any condition that may affect the outcome of the race.

### **2.6. Grid Chief**

The Grid Chief shall assist all those present on the grid. This includes guiding drivers to their proper grid positions, informing drivers of any information they may need, and assisting the Chief Steward or Race Control with anything they may request.

### **2.7. Starter**

The Starter will work directly under Race Control and will be positioned on the starter stand. The Starter will determine when to start a race with a waving green flag under the direction of Race Control or the Chief Steward. Once a race has been started the starter shall assume the duties of a Corner Marshall.

### **2.8. Chief of Timing and Scoring**

The Chief of Timing and Scoring shall be responsible for the accurate timing of all event sessions. He/she shall be familiar with the AMB system used by Autobahn, and shall deliver all results to the Chief Steward. The Chief of T&S may also be

required to post all results for public viewing. If a public address announcer is present the Chief of T&S shall provide any information requested as soon as reasonable.

### **2.9. Technical Inspector**

The Technical Inspector shall ascertain that all cars are compliant with the rules that govern the class that they have been entered in. Any cars that have been determined not to conform to the rules shall be reported to the Chief Steward. The Technical Inspector shall conduct pre or post qualifying/race inspections at the request of the Chief Steward.

### **2.10. Corner Marshall**

Corner Marshalls are to perform all duties of the Flagging and Communications team.

They shall work directly under the command of Race Control. They shall observe all drivers actions and report any reckless driving. Any car to car contact or car to guardrail contact shall require a written report to be given to Race Control.

## **3. Competition Licensing**

An Autobahn Racing License will be required to compete in all classes with the exception of the Chase Race events. This has been implemented to ensure that all participants are familiar with the rules and situations that can arise in a racing environment. A physical examination form is required. The examination date must be no more than three months prior to the date of application. A current application form must be submitted every 5 years for drivers under age 39; every three years for drivers 40-49; every two years for drivers 50-69; and every year for drivers over age 70 and over.

For more details, please contact Tom Bagley (Competition License Steward) at [tombagley@autobahncc.com](mailto:tombagley@autobahncc.com) or 815-823-8588

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For more details, please contact Tom Bagley (Competition License Steward) at [tombagley@autobahncc.com](mailto:tombagley@autobahncc.com) or 815-823-8588

### **3.1. Competition License Categories**

There are four categories of license available at Autobahn Country Club.

1. Provisional License
2. Level 1 License
3. Level 2 License
4. Instructor License

All licenses require training and lapping experience, or a license from another recognized racing organization. Licensure level usually has no impact on race eligibility but may be used for further evaluation and in assisting a driver to obtain a license from another organization. For example, a Level 1 license could be considered the equivalent of an SCCA Regional License while a Level 2 could be considered the equivalent of an SCCA National License.

#### **3.1.1. Provisional ABCC Competition License**

The Provisional ABCC License will be issued to drivers who have adequate training and lapping experience, but little or no racing experience. The Provisional ABCC Licensed driver will be rated by the Competition License Steward, or his appointee, after each race for safety and consistency. After two consecutive races, the license may be upgraded to a Level 1 ABCC License. If a Provisional ABCC driver is determined to be the cause of an on-track incident, his/her license may be revoked by the Competition License Steward. All drivers using a Provisional ABCC Competition License shall place an "X" of tape in a highly visible contrasting color on the rear of the car. This may only be removed when the driver has been approved to upgrade to a Level 1 License.

#### **3.1.2. Level 1 ABCC Competition License**

The Level 1 ABCC License shall be issued to drivers who have adequate training and limited racing experience or the equivalent of a SCCA Regional Competition License from a recognized racing organization. If a Level 1 ABCC Licensed driver is determined to be the cause of an on-track incident, he/she may have their license downgraded to a Provisional ABCC License by the Licensing Committee. After successively competing in four races on a level 1 license, without incident, the drivers' license may be upgraded to a Level 2 ABCC License.

#### **3.1.3. Level 2 ABCC Competition License**

The Level 2 ABCC License will be issued to drivers with extensive racing experience, after successfully and safely completing at least four races with a Level 1 in a 12 month period with an ABCC License or hold a SCCA National Competition or equivalent. If a Level 2 ABCC Licensed driver is determined to be the cause of an on-track incident, he/she may have their license downgraded to a Level 1 ABCC License by the Licensing Committee.

#### **3.1.4. Competition Instructor License**

An ABCC Instructor License is reserved for ABCC Level 2 License qualified drivers, after additional training and testing relative to instruction capability.

A Driving Instructor License is also available for non-competition instructing. Please consult with the Competition License Steward for details.

#### **4. Entering an Event**

##### **4.1. Entry Fees**

To stage racing events, certain additional costs are involved. These include additional worker wages, ambulance on premises, specialty equipment that may be needed and more. To offset these costs, some classes will be required to pay an entry fee. These fees are intended to cover the additional costs that are above a normal lapping day. These fees may be adjusted as costs change or as the number of participants change.

##### **4.2. Entry Forms**

ALL ENTRIES MUST BE RECEIVED BY 5:00PM THE DAY PRIOR TO A RACE.

Late entries shall start at the rear of the field.

A driver must Email or contact the Chief Steward to be entered in an event. Participants may not enter an event until the conclusion of the previous event.

All entries should be forwarded to Mike Gritter

Email [mikegritter@autobahncc.com](mailto:mikegritter@autobahncc.com)

Office 815-823-8587

#### **5. Conduct**

All drivers and their crew members participating in an event shall conduct themselves according to the highest standards of behavior and sportsmanship. This includes their interaction with all competitors, officials, Autobahn employees, and all Autobahn members and their guests who may or may not be participating in the track events. All Autobahn Country Club rules in the member handbook shall apply at all times.

Any driver who is involved in an incident with another car or any barrier shall follow the instructions of the Safety Team without question and will not be allowed to return to competition without the approval of the Steward of Safety.

Failure to abide by these rules may result in penalties and or expulsion from the event.

##### **5.1 On Track Conduct**

The Autobahn Members Racing Series is intended to be fun and safe. With that in mind, good sportsmanship will be highly valued. Driver conduct will be observed during all practice, qualifying, and race sessions. All passes should be clean and well executed. Forcing a competitor from the track or leaning against them to gain position is not acceptable. Passes which jeopardize a driver or car will not be tolerated whether the position in contention is for 1<sup>st</sup> or 25<sup>th</sup>. Sufficient racing room,

defined as the ability to continue on course with four wheels on the racing surface, must be provided between any groups of cars on track. This does not give a driver the right to “dive bomb” a competitor into a corner knowing that he/she should give room. During the race, any advantage or position gained during an off course excursion (four wheels off of the racing surface) must be relinquished. Any reported shortcut or off course excursion that, in the opinion of the Officials, improves a driver’s position during the race will result in penalties. Car to car contact, will result in a review and possible penalty. Accidents do happen in motorsports, the intention is to minimize the danger and expense involved in racing.

## **5.2. Car to car contact**

**All drivers who are involved in car to car contact during a race must report to the tech/impound area immediately following the race and the following procedures will be started.**

- Driver will be given an incident report form
- Race Officials will take pictures of the areas of the vehicles involved
- Completed incident form will be returned to Race Official
- Once form has been completed and returned to Race Official the driver and car may be released at the Officials discretion.
- Any further evidence such as video must be submitted by 12:00pm the following day.
- The Race Director will review all evidence available including statements from drivers and Corner Marshalls as well as any video evidence and make a determination as to which driver is at fault for the incident and if any penalties will be imposed.

***Cars involved in contact during a race must report to the technical inspection area immediately at the conclusion of the race.***

***All drivers involved in any contact with a barrier must report to the Safety Team.***

*Both drivers will be solely responsible for resolution of consequential damages to the vehicles and the facility.*

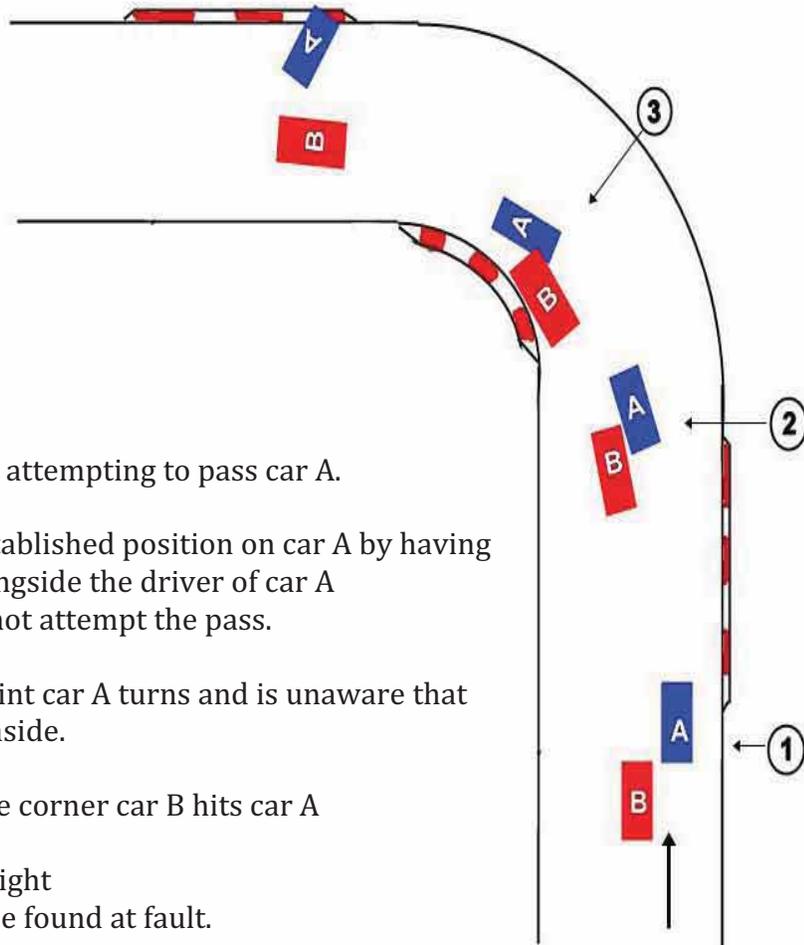
## **5.2. On Track Guidelines**

The following guidelines will give participants a general idea of what factors will be considered when an on track incident is being reviewed by the Chief Steward. Every situation can have extenuating circumstances and not every situation can be clearly defined in writing. All incidents will be taken on a case by case basis based on these guidelines using all evidence available for each particular situation.

### 5.2.1. Passing

The responsibility for the safe pass of another car rests with the overtaking driver. The driver being passed should be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car attempting to make a pass may be black-flagged and/or penalized. Any passing in a NO PASSING area, such as a yellow flag situation, is considered illegal. "NO PASSING" means a pass cannot even be initiated. A passing car will be considered to be in position to execute a pass when its front wheel is next to the driver of the car being passed. At this point the car being passed must allow room for the passing car at the apex of the coming corner. The following diagrams are a few examples of what is and is not considered acceptable in a passing situation.

#### Example 1. The Dive Bomb

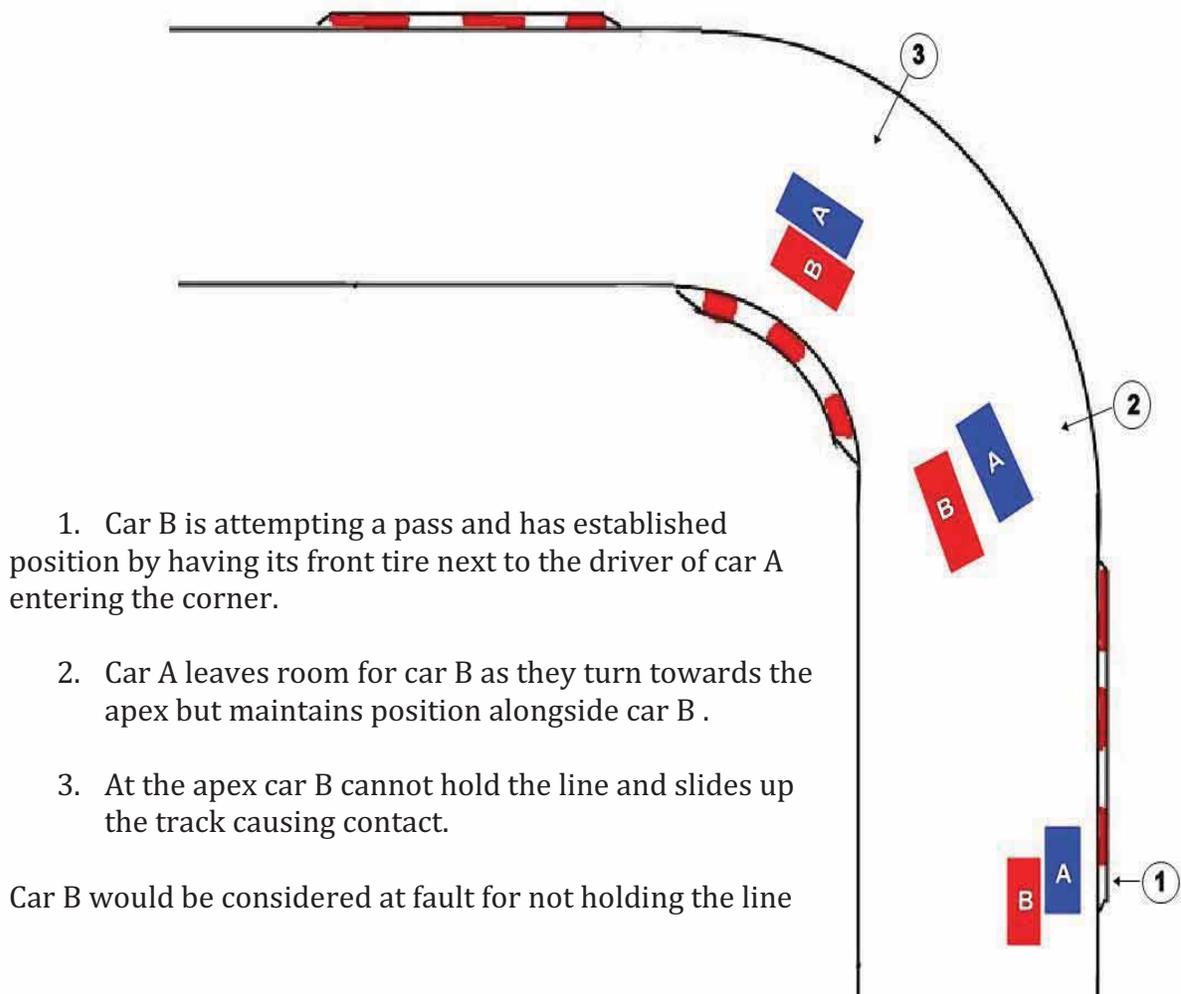


In this example, car B is attempting to pass car A.

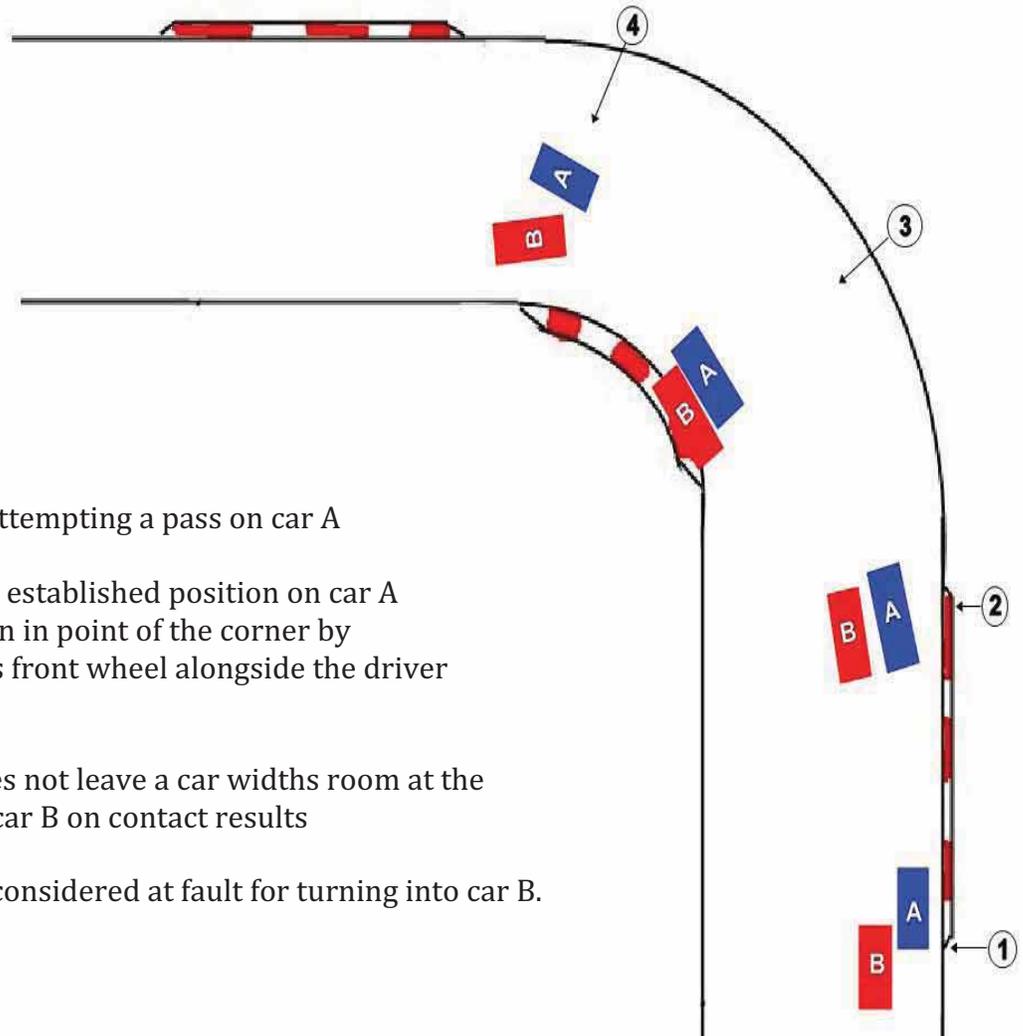
1. Car B has not established position on car A by having its front tire alongside the driver of car A so then should not attempt the pass.
2. At the turn in point car A turns and is unaware that Car B is on the inside.
3. At the apex of the corner car B hits car A

Car B did not have the right to be there and would be found at fault.

## Example 2. Can't hold the line

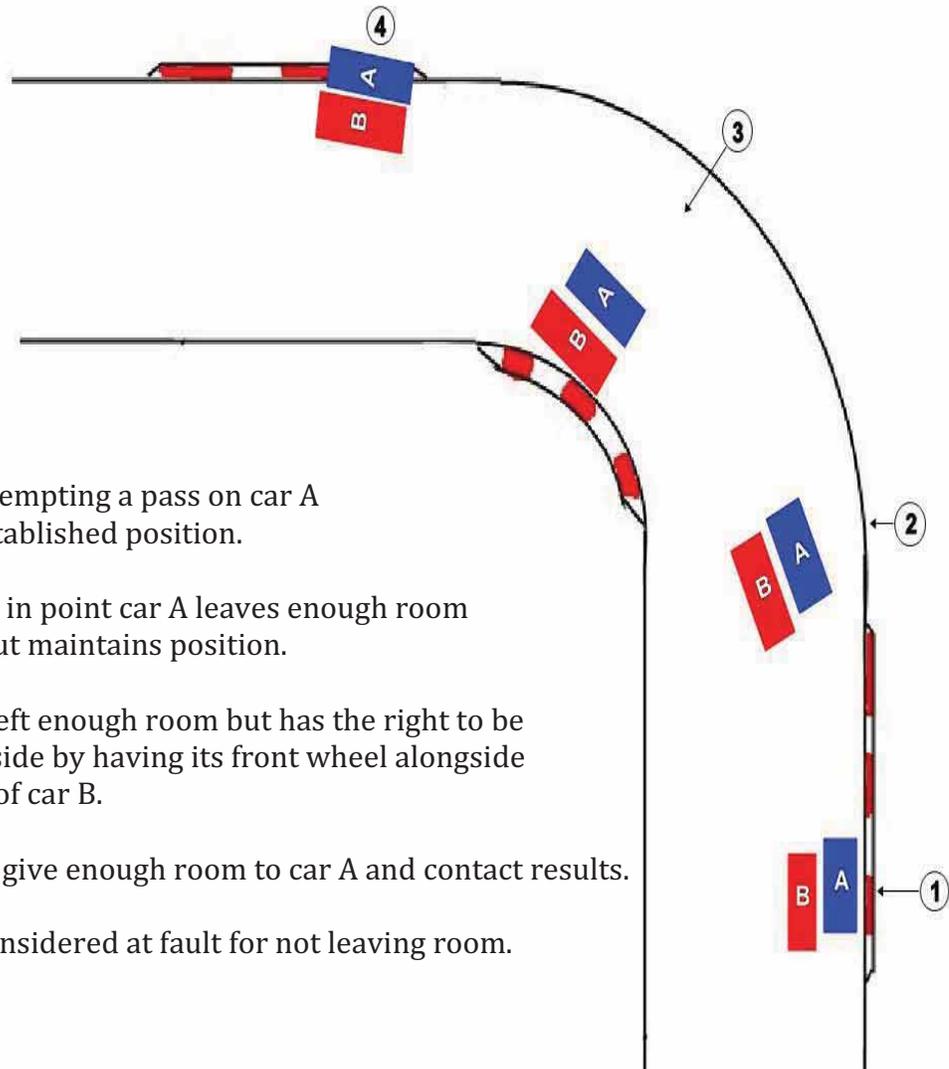


### Example 3. Not leaving room at the apex



Car A would be considered at fault for turning into car B.

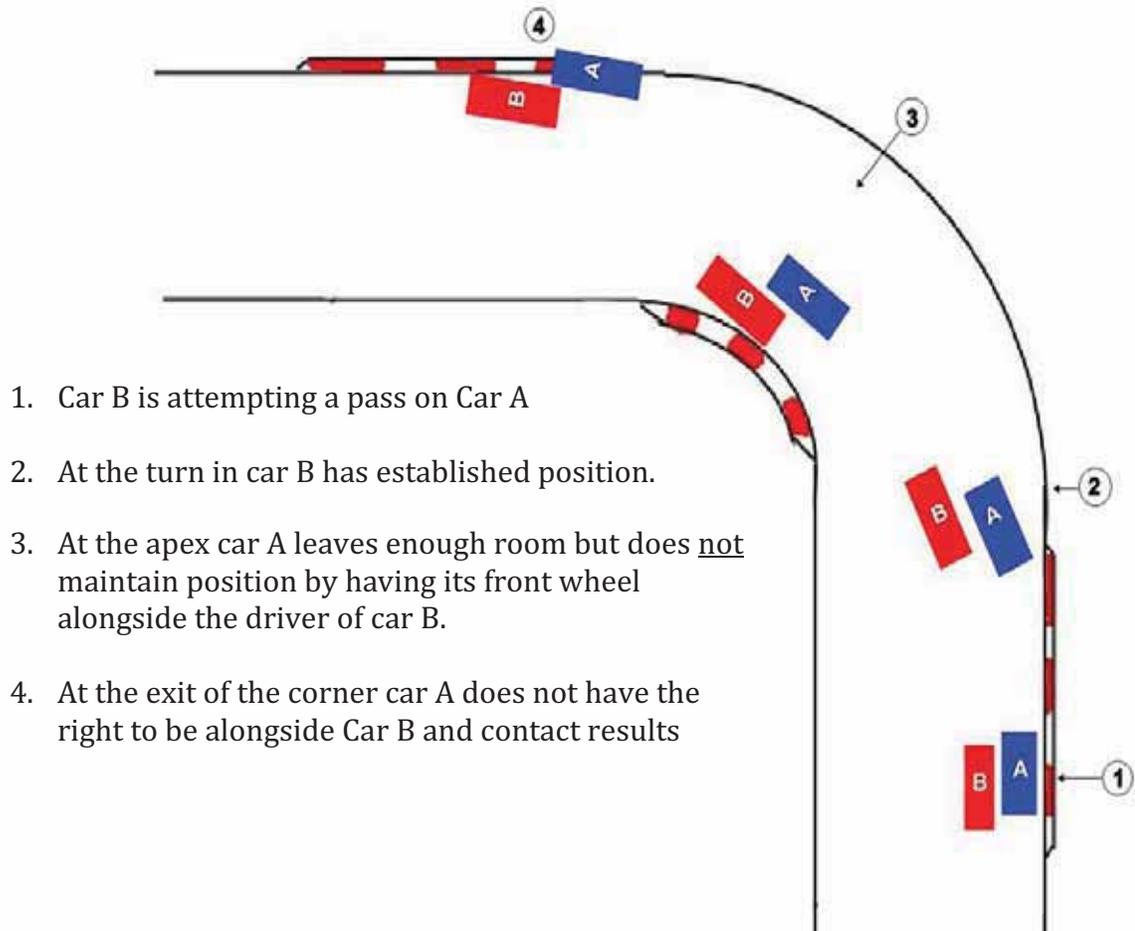
#### Example 4. No room at exit



1. Car B is attempting a pass on car A and has established position.
2. At the turn in point car A leaves enough room for car B but maintains position.
3. Car A has left enough room but has the right to be on the outside by having its front wheel alongside the driver of car B.
4. Car B does not give enough room to car A and contact results.

Car B would be considered at fault for not leaving room.

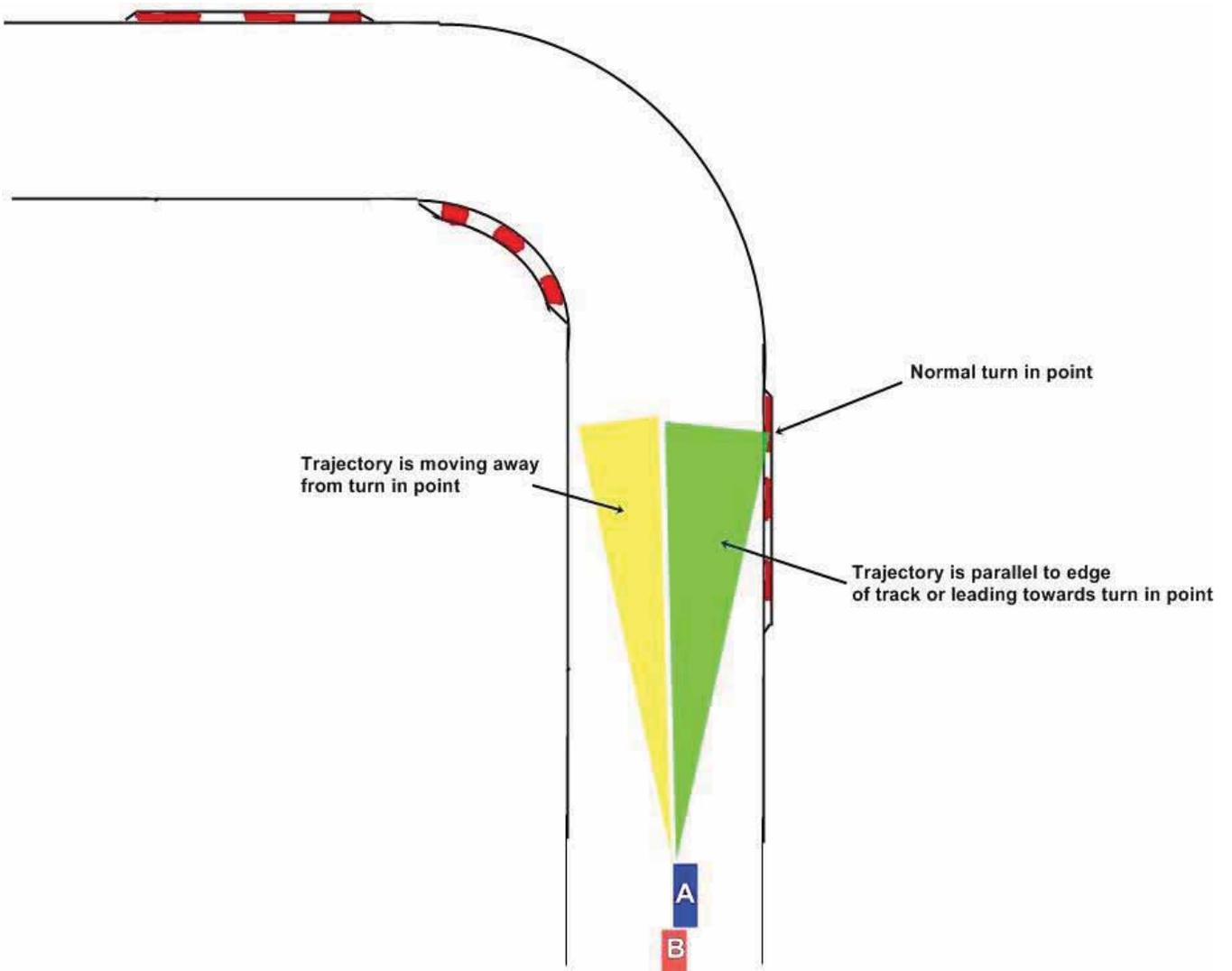
### Example 5. Concede the exit

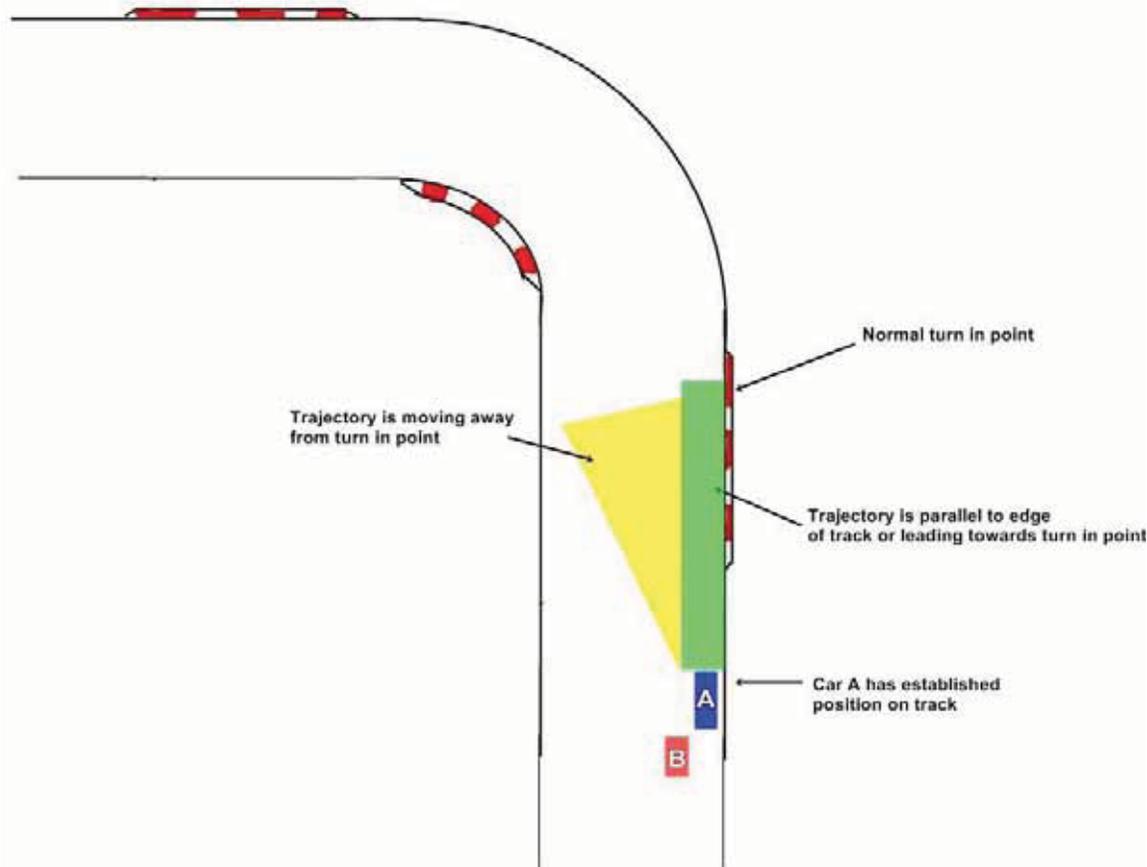


Car A would be found at fault for not conceding the corner when it was unable to hold position.

### 5.2.2. Blocking

A driver may not alter his line in reaction to another driver attempting a pass. Drivers should maintain a position with a trajectory leading them towards the normal racing line turn in point for the next corner or at a minimum a trajectory parallel to the edge of the track. This means a driver should not be moving away from the target point of the next turn in an attempt to keep a passing car behind them.





### 5.2.3. Yellow Flag Zone

A pass must be completed before any yellow flag station. This means that the overtaking driver must be completely in front of the overtaken car before either vehicle arrives at the corner with the yellow flag. Penalties will result for any passing under yellow flag situations.

### 5.2.4. Stopping On Course

Stopping on course is prohibited unless in the event of an emergency. Stopping includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. If a driver must stop on course due to an emergency or mechanical failure, a reasonable attempt must be made to place the car in a safe position. When safe to do so, the driver should then exit the vehicle and move to a safe location behind the guardrail. If the driver is stopped near a manned corner station the driver should move to that corner station, follow any instructions from the corner marshal, and wait for the safety team.

## **6. Penalties and Protests**

### **6.1. Penalties**

All participants in an Autobahn Country Club sanctioned event shall be subject to control by the Chief Steward. In addition to any actions that may be covered by the Autobahn Country Club Members handbook, the following may be considered violations of the rules.

- Missing or being late to a drivers meeting
- Reckless or dangerous driving, whether on the race course or in the paddock.
- Failure to follow the direction of, or cooperate with, any official
- Car to car contact
- Unsportsmanlike like conduct
- Physical violence toward any persons

The penalties imposed may include the following

- Reprimand
- Black Flag (stop and go)
- Loss of time, lap or position
- Loss of points
- Probation of competition eligibility
- Disqualification from an event
- Suspension of Autobahn Members Racing License

### **6.2. On-Track Incident Penalties**

Any car to car contact, or other driving that could be considered reckless or over aggressive, during a practice, qualifying, or race session may result in disciplinary action which includes any combination of warnings, probationary periods, loss of finishing positions, time penalties, forfeiture of qualifying position, suspension from one or more races, and/or loss of competition license.

A record of all infractions will be maintained by the Race Director and will be published to the participants on a regular basis.

Penalties will be imposed based on the situation of the current infraction and also the past history of the driver(s) involved. Penalties will be escalated for drivers with frequent infractions.

-If a mechanical failure is the leading cause of contact between two or more cars, typically no fault will be found and no penalties issued.

-In wheel to wheel racing it is inevitable that incidental contact may take place. If no drivers involved in the incident feel anyone is at fault after reporting to the Chief Steward, the Chief Steward may choose not to find fault with any one driver.

### **6.3. Protests**

Any participant has the right to protest the results of an event. Any protest must be lodged with the Chief Steward within 30 minutes after the conclusion of an event. The protest must be presented in person to the Chief Steward who may request the protest be presented in writing. The Chief Steward shall then make a ruling within twenty four hours of the conclusion of an event unless it is an exceptional case that may require more information or time in order to make a sound ruling. All decisions by the Chief Steward shall be considered final.

An incident report form, Appendix A at the back of this rulebook, may be completed and submitted to the Chief Steward.

### **6.4. Video Cameras**

In car video cameras, forward and rear facing, are strongly encouraged. Video evidence can be very helpful in determining the cause of an incident and often shows that events may have transpired slightly different than what a driver remembers. Any competitor who would like their video evidence to be reviewed by the Chief Steward should supply either a memory stick or a web link by 12:00pm the day following the event in question.

## **7. Race Procedures**

The following procedures shall apply to all classes that are considered “wheel to wheel” racing.

### **7.1. Drivers Meeting**

A MANDATORY drivers meeting shall be held each day of a race event. The time and location of this meeting shall be indicated on the daily schedule. Each driver must sign in upon entering the meeting. All drivers entering the meeting after it has begun, as determined by the Chief Steward, shall be considered late and may be subject to penalties per Section 6.

### **7.2. Qualifying**

Starting positions for most races shall be determined by qualifying sessions. These sessions shall be designated on the track schedule provided for an event. During a qualifying session that involves cars that are not participating in a race all normal lapping session rules shall apply; proper consideration should be given to these drivers. During a qualifying session that only includes cars involved in racing, passing restrictions will not apply.

A driver’s single best lap time during the qualifying session shall determine the starting order for the race. In the case of a tie in qualifying times, the second fastest lap time will be used, then the third fastest, etc. to break the tie. A driver that does not participate in a qualifying session may be gridded at the back of the field upon approval from the Chief Steward.

It shall be the car/driver combination that qualifies for a starting position. A change in this combination shall eliminate the qualifying time and the driver must start from the rear of the field.

### **7.3. Grid**

**7.3.1. Overcrowded Class.** In the event of more cars entered in a race than can be safely allowed on the course simultaneously, the Chief Steward reserves the right to split the field into two groups. In this situation, the fastest qualifier shall be on pole position for the first group and the second fastest qualifier shall be on pole position for the second group. All odd numbered qualifying positions shall be in group one and the even numbered qualifying positions shall be in group two. Full points shall be awarded to each group.

**7.3.2. Pre-Grid** Cars shall form on the pre-grid in the order of their official qualifying times. Numbered cones will be placed on the grid and drivers are to position themselves with the cone that corresponds to their starting position. A ten minute call will be given on the PA system, followed by a five minute call. All drivers are expected to be at the grid, taking their positions at this time. At one minute the signal for drivers to start their engines will be given. At this time the grid will be considered closed and all drivers who have not entered the grid area will be instructed to start at the rear of the field.

**7.3.3. Pole Position** The fastest qualifier, pole position, shall have the choice of the inside or the outside starting position. Unless otherwise requested to the Chief Steward, before the cars are called to grid, the pole position will be assumed to be the inside of the first corner.

**7.3.4. Late Starter** Cars not in position prior to the one minute signal shall relinquish their starting position and shall start at the rear of the field. If a driver presents to the grid after the field has been signaled to enter the circuit, this car shall be determined to be a late starter. The Chief Steward shall direct whether the late starters may enter the course and join the back of the field, or start from pit exit after the green flag has been displayed.

**7.3.5. Tire Warmers** Tire warmers shall not be allowed on the grid.

### **7.4. The Start**

**7.4.1. Rolling Start** A rolling start shall be used for all races unless otherwise noted for specific classes.

**7.4.2. One Minute Signal** A plainly visible signal shall be given to all drivers indicating one minute until the release of the field from the grid. This will allow time for drivers who have not previously done so to start their engines. During this minute the Grid Marshall shall determine if all cars have their engines running, at which time the cars may be released from the grid to the race course behind the pace car. Any cars that are unable to start at the end of this minute, and after the

field has been released, are to remain in this position until the field has passed. At this point, if they are able to start, they will be considered a late starter and will only be released to the circuit at the Chief Stewards command. Late starters shall not be allowed to regain their starting position, but must start from the back of the field.

**7.4.3. Pace Car.** The pace car shall travel ahead of the field at a consistent speed. All corner stations shall display double stationary yellow flags. The Pace Car shall have its “4 way” lights flashing or have a flashing light bar on top of the vehicle. The Pace Car driver shall turn off these lights to indicate its’ intention to enter pit lane for an attempted start or restart of the race. In the event of a full course yellow the Pace Car may be sent on course to pace the field at the instruction of the Chief Steward. When on course the Pace Car driver shall remain in contact with the Chief Steward.

**7.4.4. Pace Laps.** The field is to follow the pace car until a point that has been discussed in the drivers meeting where the field will form into two rows. Drivers are to respect the position of the other drivers around them and remain in two columns until the green flag has been displayed. During the parade laps drivers will keep in starting order with no overtaking and the speed will be set by the pace car. Falling back to accelerate and undertake practice starts is prohibited. A car that falls out of its position during a pace lap, due to a mechanical problem or any other reason, shall relinquish its position and rejoin at the back of the pack if it is able to do so. Before the conclusion of the last pace lap, the pace car will accelerate away from the field and will pull into pit road, unless otherwise instructed to do so, and an attempt will be made to start the race. The pole position driver shall allow the pace car to pull away and maintain that pace until the green flag is displayed.

**7.4.5. Jump Start.** The responsibility for a proper race start rests solely with the drivers. The pole sitter shall maintain a steady speed as it approaches the start line. Penalties may be assessed to any driver who jumps the start or pulls out of line.

**7.4.6. Green Flag.** Upon determining that the field is at a constant pace, well bunched, and in line, the Starter shall suddenly and constantly wave a green flag until all cars have passed the start/finish line. The race shall be under way throughout the field the moment the green flag is waved and passing may occur at any time.

## **7.5. Split Starts**

A split start may be used when more than one group or class of cars shall use the track for racing simultaneously. These groups shall maintain a gap, to be determined by the Chief Steward, between them during the pace laps. There may or may not be a pace car for each group. When the second group does not have a pace car, it is the responsibility of the pole position driver for the following group to maintain this gap. All normal procedures should be followed by the second group, if group one is not given the green flag for a start when expected; the following group shall automatically have a no start.

### **7.6. No Start**

If the starter determines that the field is not in good order or that some drivers may have improved their position by moving out of line or by passing prior to the green flag, the starter shall abort the start by displaying no flag and pointing to the sky indicating another pace lap will be required. All other corner stations shall display double stationary yellow flags. All drivers should raise a hand to indicate that they acknowledge the no start; the field will then begin a second pace lap. The pole position car shall act as the pace car and the same procedure should be followed as on the original pace lap. Any additional pace laps shall be scored as race laps.

### **7.7. Full Course Yellow**

If a full course yellow situation occurs, indicated by two stationary yellow flags at all corner stations, all drivers shall reduce their speed and will not be allowed to pass. The race leader shall be responsible for reducing the pace of the field to a speed similar to that which the pace car set at the start of the race. The pace car may or may not be deployed and drivers should attempt, at a reasonable speed, to close the gap to the leader. Drivers should remain in their position and line up single file for a restart. All laps under full course yellow shall be scored as race laps.

### **7.8. Restarts**

If, after the race has been started, a full course yellow situation arises, indicated by two stationary yellow flags at all corner stations, the subsequent restart shall be in single file according to race positions held at the time of the full course yellow. The first place car is responsible for setting the proper pace for the restart. All corner stations shall drop the double yellow flags when a restart will be attempted the next time past the starter. No passing is to occur until the green flag waves from the starter. These same rules shall apply if the race has been stopped with a black or red flag.

### **7.9. Stopped Race**

If a race is stopped at less than 50% of its scheduled distance or time, and is not restarted, it shall be considered incomplete. Points and awards will not be distributed. The Chief Steward shall determine whether the race will be rescheduled or if it has been cancelled.

A race that is stopped at 50% or more of its scheduled distance or time, and is not restarted, shall be considered complete. Scoring shall be determined according to the last scored lap across the start/finish line. Points and awards shall be distributed in the same manner as if the race had run its scheduled distance.

### **7.10. Pit stops**

A driver making a pit stop should proceed down pit lane at a reasonably safe speed, not to exceed 35 mph, and come to a complete stop on the left hand side of pit lane.

If the driver gets out of the car, the engine must be shut off. NO refueling is allowed on pit lane except as provided under the pit stop rules for an Enduro Series race.

### **7.11. Checkered Flag**

The checkered flag shall be displayed first to the winner as he/she crosses the start/finish line. If the checkered flag is displayed to the wrong car, the race shall still finish when the actual winner crosses the line. If the checkered flag is not displayed at the scheduled end of the race, the race shall be scored as if it had ended at the scheduled length.

### **7.12. Winner**

The winner shall be the competitor who completes the scheduled number of laps in the least time or covers the most distance in the allotted time.

### **7.13. Parc Ferme**

All cars may be required to report to an impound area (parc ferme) at the conclusion of a race. When instructed to do so, all cars must report immediately to the designated impound area and may not travel to any other portion of the paddock or any team units, any cars that fail to do so risk disqualification.

### **7.14. Results**

The provisional results shall be posted in a visible location at the conclusion of an event.

These results will not be considered official until the expiration of the protest period and by approval of the Chief Steward.

## **8. Flags and their Meanings**

Flags are used by the Corner Marshalls and the Starter to relay information to the drivers while on course. There are two categories of flags; command and informational.

### **8.1. Command Flags**

Command flags give drivers information that he/she **MUST** react to. Failure to properly respond to these flags may cause dangerous situations and could result in disciplinary action.



**Green Flag-** The green flag is displayed from the start to indicate the moment that a race has started. Passing is allowed the moment the flag is waved. In some situations it may also be waved at the corner station immediately following a corner station that is displaying a yellow flag to indicate the course is clear at that point and normal racing may resume.



**Yellow Flag-** The yellow flag indicates a situation in which caution should be used. It may be displayed in one of two ways.

Stationary This indicates that a hazard is present somewhere off the racing surface. It may be a disabled car, an emergency vehicle, debris or personnel. Caution should be used, a driver should slow down and no passing is allowed until completely past the incident.

Waving A waving yellow flag is used to indicate a danger that is on, or immediately adjacent to, the racing surface. A driver should use extreme caution, slow down and be prepared to alter his normal racing line. No passing is allowed.



**Double Stationary Yellow-** A double stationary yellow is used to indicate the complete track is under a yellow situation and all drivers should slow down, no passing is allowed. This may be used for pace laps or when an incident has happened on track that requires the field to be controlled for the safety of the Safety Team and Corner Marshalls. While under a double yellow, a corner station may use a single yellow flag, or any other flag necessary, to inform drivers of a particular situation within that portion of the track.



**Red Flag-** A red flag will be displayed at all corners when a serious situation has developed on the course which may require the Safety Team to respond immediately. Drivers should gradually come to a complete stop at the next manned corner station and await a signal to proceed to the pits slowly.



**Black Flag-** A black flag can be used in different ways.

Warning A **rolled** up (furled) black flag may be pointed at a driver from the starter to warn that driver that he has been involved in actions that may result in a penalty. The driver does not have to report to pit lane but must be certain that the conduct that initiated the warning is not repeated.

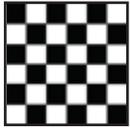
Penalty The black flag may be **waved** and pointed by the starter, or at a designated black flag corner station, at a specific car that then needs to come to pit lane immediately at the conclusion of that lap and report to the black flag pit box. This may be accompanied by a number board. That driver must report to pit lane within 2 laps.

An official will then give the driver an explanation with instructions if a return to the race will be allowed.



**Mechanical Black Flag/Meatball-** The mechanical black flag is used to inform a driver that he must come into pit lane, a problem exists on the

car that may create a dangerous situation. If a car is leaking fluid or is on fire, a Corner Marshall may wave a driver off the track in order to prevent getting fluids on the racing surface.



**Checkered Flag-** The checkered flag indicates the race or session is over, all cars should use this lap as a cool down lap and enter pit lane at the first chance.

## 8.2. Information Flags

These flags simply provide valuable information to the drivers, an immediate reaction to these flags may not be needed.



**Blue Flag-** The blue flag (passing flag) is used to inform drivers that a faster car may be trying, or will soon be trying, to pass. This can be displayed stationary if the pass may occur within the next two corners, or it may be waved if the pass is in progress or if a group of cars will be passing. Generally, during a race this flag is only used when the leaders begin passing cars that are going to be a lap down and is not shown to cars passing for position.



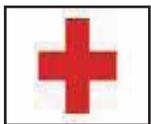
**Surface/Debris Flag-** The surface flag informs drivers that fluids or small debris may be on the racing surface. A driver should be aware that traction may be compromised.



**White Flag-** The white flag can be used in two ways.

At a corner station This is to inform a driver that he may be rapidly approaching a slow moving vehicle. This should be displayed two stations prior to the slow vehicle.

Starters Stand When the white flag is waved from the starter, one lap remains in the race.



**Emergency Flag (E flag)-** The emergency vehicle flag indicates that an emergency vehicle is on course. It is to be displayed stationary for two stations prior to the vehicles location. Drivers must be aware, they may pass the vehicle if it is safe to do so.



or



**The Pit Board** may be shown from the last corner station before the pit entrance. It informs drivers of the condition of pit lane. The yellow board indicates there is a situation in which extreme caution should be used if entering pit lane. The red indicates that pit lane is CLOSED. Drivers may not enter pit lane except in the case of an emergency. The red pit board will also be used to inform drivers if the pits are closed per special rules, such as might be used during an enduro.

## **9. Timing and Scoring**

The Timing and Scoring system used shall be the AMB system already in use at Autobahn. Each participant is responsible for using a properly installed and maintained transponder compatible with the AMB system. All competitors must notify the Chief of Timing and Scoring or Chief Steward if the transponder they are using does not display accurately on the timing system the correct drivers' name and car number.

In the event of a transponder failure during a race, the Chief of Timing and Scoring shall designate two or more persons to manually keep a lap chart on that vehicle(s). At the conclusion of the event, the Chief of Timing and Scoring, upon approval from the Chief Steward, shall make any necessary adjustments to the results of the event.

If a complete system failure occurs, the race shall be stopped until such time as the information has been restored. If possible, the race shall be restarted in the order of the last scored lap. It shall be the responsibility of the Chief Steward to determine a fair solution to any situation that cannot reasonably be resolved to continue the race in a properly scored manner.

The transponder location on the car may be determined by each driver. However, the scoring shown by the computer shall be considered accurate, regardless of two or more vehicles relative position on the track.

## **10. Points and Awards**

### **10.1. Points**

Participants shall compete primarily for points and awards. Any financial rewards, through sponsorship or donations, may be accepted upon approval of the Chief Steward. All entry fees received shall go towards offsetting the additional costs that will be incurred as a result of running this type of event, racing insurance, extra employee time, etc. and should not be considered part of an awards fund.

Points will be awarded for each race after the results have been declared official by the Chief Steward. Points will be awarded as follows.

1 <sup>st</sup> .....	100 points
2 <sup>nd</sup> .....	90
3 <sup>rd</sup> .....	80
4 <sup>th</sup> .....	75
5 <sup>th</sup> .....	70
6 <sup>th</sup> .....	65
7 <sup>th</sup> .....	60
8 <sup>th</sup> .....	55
9 <sup>th</sup> .....	50
10 <sup>th</sup> .....	48

After 10<sup>th</sup> place, points will decrease by 2 for each subsequent position. All competitors will receive a minimum of 10 points for starting a race.

Points will be accumulated throughout the year in order to determine a series champion. In some classes a driver may only be allowed to use points accumulated in a limited number of races. Example; if a class runs 12 races, a driver may participate in as many races as he/she would like, however only the top 8 finishes, or whatever number has been determined at the beginning of the season for a particular class, may apply to the year end points total. In the case of a tie, the driver with the most first place finishes then wins the tiebreaker. Successive tie-breakers are second place finishes, third place finishes, and etc.

**10.1.1. Enduro Points**

Some endurance racing may involve more than one driver per car. In this case each driver shall be awarded full points according to the cars overall finishing position. If a driver participates in more than one car for a race, that driver shall be awarded points for the finishing position for only one car.

**10.2. Awards**

Any individual race awards will be presented at the conclusion of an event. If, after the results have been declared official, there is a change in position all affected awards must be forfeited and redistributed according to the official results. Year end championship awards shall be awarded to the top finishers in each class. These awards will be presented at the Year End Banquet.

**10.3 Rookie and Masters Divisions**

Some race classes may also include a Rookie and Masters divisions within the class structure. Drivers eligible for these divisions will race according to the structure of the class and accumulate points towards the class championship based on overall finishing position while at the same time accumulating points for the division they have entered based on finishing position relative to those who are also competing for the same division.

Example -Driver A is eligible for the Masters Division and finishes a race in 7<sup>th</sup> position overall but is 2<sup>nd</sup> among other drivers competing for the Masters Division.

He will collect 7<sup>th</sup> place points for the class championship and collect 2<sup>nd</sup> place points for the Masters Division. These will be recorded as separate point totals and will have no effect on one another.

The Race Director shall determine which race classes will include a Rookie and Masters division prior to the first race of the season.

Drivers must meet the following requirements to be eligible:

### **10.3.1 Rookie Division**

To be eligible for this division a driver may not have started more than 5 races in any previous year in that class. The Chief Steward reserves the right to deem a driver ineligible for a rookie division based on prior racing experience.

### **10.3.2 Masters Division**

The Masters Division is open to all drivers age 60 and older. A driver may not accumulate points until his/her 60<sup>th</sup> birthday regardless if the season is already in progress. A driver may be eligible to run in the rookie and the masters divisions simultaneously if all requirements have been met.

## **11. Drivers Safety Equipment**

The following equipment shall be required for all classes considered to be wheel to wheel racing, and shall be in good condition and free of defects, holes, cracks, frays, etc.

- A. The use of a head and neck restraint system, such as a HANS device, will be mandatory
- B. Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall *bear an SFI 3.2A/1 or higher certification label or FIA 8856-2000 homologation*. Underwear of fire resistant material shall be used except with suits carrying FIA standard 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch.
- C. Crash helmets approved by the Snell Foundation with Snell sticker 2000 or later Special Application (SA2000), or by the SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced (if purchased prior to 12/31/04), SFI 31.1 (if purchased after 1/1/05), or by the FIA standard 8860-2004.
- D. Gloves made of accepted fire resistant material containing no holes.
- E. Socks made of accepted fire resistant material.
- F. Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Double-layer balaclavas are recommended. If balaclavas are used voluntarily, they shall be of accepted fire resistant material.
- G. Face shields, preferably made of new impact resistant materials, for drivers of open cars.

H. A driver's restraint system meeting SCCA standards (See SCCA GCR Section 9.3.18.) shall be used at all times while on the track.

I. Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

## **12. General Car Preparation**

### **12.1. Annual Technical Inspection**

All cars participating in the Racing Series are required to submit to an annual technical inspection to assure the safety of the vehicle. This technical inspection must be performed by an approved Autobahn Official. In addition to the vehicle inspection, a driver will be required to display all personnel gear including driver suit, gloves, shoes and head and neck restraint device.

Upon approval of all such items the competitor shall receive an Annual Technical Inspection sticker that must be placed on the vehicle to which the technical inspection was performed. These stickers shall be placed in such a manner that it is easily visible by grid personnel.

### **12.2. Numbers**

Proper numbers are mandatory in all wheel to wheel classes. Numbers should be located on both the drivers and passenger doors, be at least 8 inches high, be placed on a contrasting background color and be easily read by timing and scoring. Numbers must be reserved in advance and will be taken on a first come first serve basis for each class. If a number is not used in competition for two consecutive years it will become eligible again.

### **12.3. Autobahn Member Racing Series sticker**

An Autobahn Member Racing sticker shall be placed on each side of the vehicle. They can be positioned anywhere between the vertical centerline of the front and rear hubs and the horizontal line of the wheel hubs.



**The following general conditions should also be checked at regular intervals before and during a racing event.**

### **12.4. Wheels and Tires**

The general condition of the tire and rim assembly must be good. There should be no cracks or other damage to the wheel. There should not be no cords exposed, bubbles, or other visible damage on the tire. All lug nuts must be present and tightly hold the tire and rim assembly to the car's hub.

### **12.5. Steering and Suspension**

The steering mechanism and the suspension of the car should be checked for its general condition. The front and rear wheel bearings should be tight and have no

free-play. There should be very little or no play in the suspension of the car and in the steering mechanism.

### **12.6. Engine Bay**

There should be no fluid leaks from the engine. A radiator overflow of at least one-liter capacity should be used. Oil breathers or vents shall return the oil to the engine or shall terminate in a catch tank of at least one-liter. All hoses carrying fluids should be in good condition with no cracks or other damage.

### **12.7. Brakes**

The brakes should be in good working condition and must be able to stop the vehicle in a reasonable distance in a safe and controlled manner. The pedal pressure should be adequate. The fluid level must be above the minimum limit as specified by the manufacturer. The brake lines must be in good condition.

### **12.8. Roll Bars**

All cars must have a roll bar installed to help protect the occupant from injury during a roll-over. The roll bar should be able to withstand the compression forces involved in supporting the full weight of the car. The roll bar's main hoop should extend the full width of the car. The main hoop shall be one continuous piece with smooth bends and no evidence of crimping or wall failure shall be present (i.e. should be Mandrel bends). All welds should be of the highest possible quality, with full penetration. All cars with roll bars are required to have adequate roll bar padding. In cases where the driver's head may come in contact with the roll bar should the seatback fail, a seatback brace is required. Please refer to the SCCA GCR for proper roll bar specifications and installation.

### **12.9. Seatbelts and Harnesses**

All cars are required to have a five (min.) point harness properly installed. Harness belts should be in good condition with no frays or cracks. It is highly recommended that all harness belts are replaced every two years.

### **12.10. Battery**

The battery shall be securely fastened to the car. No bungee cords or rubber cords may be used to function as the sole hold down mechanism. An electrically non-conductive material should cover the positive battery terminal. 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. True dry cell batteries may be mounted without a surrounding case, however a case is still recommended.

### **12.11. Exposed Wires**

There should be no exposed wires inside the driver's compartment such as to interfere with the safe operation of the vehicle. No live (hot) wires should be exposed anywhere in the vehicle.

### **12.12. Seats**

All seats must be securely fastened to the structure of the car such that they are strong enough to withstand a major impact. If replaced, the replacement seat should be installed according to the manufacturer's instructions. If stock seats are to be used with a roll bar/cage, care should be taken to prevent the seat from submarining under the rollbar. Care should also be taken to prevent the occupant from hitting his/her head on the roll bar/cage.

### **12.13. Loose Objects**

All loose objects in car and trunk should be removed. Floor mats, dash mats, spare tire, jack, tools, etc. must be removed.

### **12.14. Lights**

There should be at least one working red brake light visible from 300 feet to the rear, (except formula cars, sports racers). Certain other race cars may be exempt at the discretion of the Chief Steward. It is recommended, not required, that all exposed lights be covered with tape, except brake lights.

### **12.15. Rearview Mirrors**

The vehicle must have at least one rear view mirror affixed such as to provide the driver with good visibility to the rear.

### **12.16. Hoses Inside Cockpit**

All hoses carrying any liquids or any gases that go through the cockpit should be metal or steel braided. Any hoses that carry cold water, such as washer fluid, cool suit, etc. are exempt from this rule. Rubberized or rubber-coated steel braided hoses are acceptable.

### **12.17. Tow Hooks**

All vehicles must have two easily accessible (and usable) tow hooks; one in front and one in back. They must not protrude dangerously from the car, and they must be accessible without manipulation of the bodywork and/or panels. They should be strong enough to support the weight of the car. A sticker must be displayed to highlight the location of each tow hook.



### **12.18. Mufflers: Sound Limit**

Autobahn rules regarding sound limits shall be in effect for all events (105db), with the exception of any events that have been determined as sound exempt weekends by the management of Autobahn Country Club.

### **12.19. Advertisements and Graphics**

Advertisements and graphics may be displayed on cars provided they are in good taste.

## **CLASSES**

The following is a list of classes, and the specific rules that pertain to each class. Additional classes may be developed if there is enough interest. Any drivers who would like to see a new class added should present a list of interested parties to the Race Director. New classes may be added at anytime, however no champion will be declared for a partial season. Classes that have many participants may be split into groups according to ability, group A would be those with much experience, group B would be less experienced drivers. These groups may each award a champion if the Race Director decides enough races have been run to determine a champion.

### **13. THE AUTOBAHN CHASE RACE SERIES**

#### **13.1. Description**

This class is intended to be open to most levels of experience and nearly all cars. It is a great opportunity to participate in a racing environment with minimal risk to yourself and your car as this is not considered wheel to wheel racing. Cars do not have to be “race prepared” with roll cages and 6 point safety harnesses. Any closed wheel cars that meet the minimum requirements of a normal lapping session are eligible, no open wheel formula cars. A fire extinguisher inside the driver compartment within reach of the driver is recommended. Minimum lap times may be required.

The premise is that a slower car will start a specific amount of time ahead of the next fastest car so that it will take a certain number of laps for that car to catch the one ahead of it; the same applies to the relation of the second slowest car to the third slowest car. In theory all cars should be catching the one ahead of it on the last lap.

You can win with any car, stock or modified. Driving skill and consistent lap times are the major factor in winning. This series can help you gain the experience necessary to compete in the wheel to wheel classes.

#### **13.2. Eligibility**

The Chase Race Series is open to all members.  
No ABCC License is required

#### **13.3. Fees**

No entry fees are required.

#### **13.4. Rules**

-All participants must submit their entry to the Chief Steward and attend the mandatory drivers meeting on the day of an event.

No lap timers are allowed in the car. Any timer that is permanently installed must be reported to the Chief Steward and covered or turned off in such a manner that the driver has no reasonable way to see the readout. Also, no communication via 2 way radio is allowed, this is to prevent lap times from being relayed to the driver.

### **13.5.1. Qualifying**

Each driver must run a qualifying session. This session will usually be the last lapping session for his/her run group before the start of a race. The schedule for the day will designate which run groups this will be. A driver's qualifying time will determine the position and time gap for the start of the race. In order to prevent a driver from sandbagging (qualifying slow and racing fast) a "break out" rule will be in effect. Thus, a driver should run qualifying laps similar to that which can be duplicated during the race. During a qualifying session all normal lapping session rules shall be applied. This session may involve cars that are not participating in the race. If a driver misses a qualifying session, lapping sessions from earlier in that day may be used to determine a qualifying time. If no lap times are available, the driver and the Chief Steward shall meet and determine a fair lap time. This must be done 30 minutes prior to the scheduled start of the race.

### **13.5.2. Grid**

Drivers shall be called to the grid ten minutes prior to the start of the race. Drivers shall be assisted by grid personnel to their respective positions and informed of the time gap relative to the first car and the car immediately in front of each competitor. All drivers should be in their grid positions no less than five minutes prior to the start of the race. When all cars are in the proper order they shall be directed to form a single file line in pit lane.

### **13.5.3. The Race**

#### A. The Start

When instructed to do so, the first car shall pull up to the starting gate. This gate shall be a set of cones that clearly defines the starting point and will be located away from the timing line. At the starters signal the first driver will be released to the circuit and will start the first race lap. Release timing begins as soon as the start signal is given by the starter. The next car in line shall then pull up to the start gate and be ready for the starters signal to go. The release interval shall be determined by the following equation (first cars lap time – your lap time) x number of race laps = interval. Each following car shall pull up to the gate as soon as the previous car has been released and be ready for the signal to go. A driver should take note of the release interval listed on the qualifying sheet so he/she knows if they will be released immediately after the preceding car or if they may have to wait; this can be up to thirty seconds or more. When entering the track, cars must remain to the left of the blend line. If any tire crosses the blend line a time penalty may be issued after the race.

## B. Passing

Passing is allowed on straight-aways only. NO PASSING IN A CORNER. A corner shall be defined as any time a driver is turning the steering wheel to follow the normal line around the race course. The overtaking driver is responsible for making sure the pass happens in a clean manner. The driver being overtaken must not block to prevent the pass from happening, a point by is strongly suggested. Any passing in the corners or aggressive moves shall be reported by the Corner Marshalls and be subject to review by the Chief Steward and may result in penalties. Drivers must be aware of cars that are gaining on them on the track. If a car catches you during a race, that car should be considered faster and be allowed to pass. Remember, if a car is that much faster, it may be "breaking out" and might be penalized after the race.

## C. Penalties

1. Break out. Any driver is allowed to go 2 seconds faster than their qualifying time. Anything more than 2 seconds and a penalty shall be levied.

-First offense will result in 5 seconds to be added to the total elapsed finishing time after the race.

-Second offense will be an additional 10 seconds.

-Third offense will be additional 20 seconds.

2. Passing in a Corner. The penalty for passing in a corner shall be determined by the Chief Steward. It may either be a time penalty to be assessed after the race, or it may be a position penalty.

## D. Restarts

A race may be stopped by either a red or black flag. If a red flag is shown by all the corner stations, all drivers are to come to a controlled stop on track and proceed to pit lane when signaled to do so by the Corner Marshalls. If a black flag is shown by all the corner stations, all drivers should reduce their speed and report to pit lane. The Chief Steward shall then determine if the race will be restarted.

A race shall be restarted in the order of the last scored lap. Drivers will be released similar to the start of the race with the release interval to be determined by the interval of the last scored lap.

### **13.5.4. Results**

Results shall be available only after the race has been reviewed by the Chief of Timing and Scoring and the Chief Steward. Any penalties shall then be assessed. Any protest should follow the guidelines set forth section 6 of this rulebook. The results shall be considered official only after the protest period has expired and the Chief Steward has given approval.

### **13.5.5. Winner**

The winner of the race shall be the driver who is scored first after all time and position penalties have been assessed.

## **14. GT Challenge**

### **14.1. Description**

The GT Challenge races are designed to allow a wide variety of cars to participate in the same race. The performance capabilities of cars entered in these races can vary greatly. As a result cars will be divided into classes based on horsepower to weight ratio. All cars must be “closed wheel” and “race prepared” including full roll cages, fire suppression system and proper drivers harness. Please refer to the SCCA GCR form rules governing car preparation.

### **14.2. Eligibility**

This series is open to Autobahn Members only.  
An ABCC Competition License is required.

### **14.3. Fees**

Due to the additional operating costs incurred for this type of event, an entry fee per race will be required for this class.

### **14.4. Classes Structure**

Cars will be divided into 5 classes based on the ratio of weight to horsepower.  
Car + Driver weight\_\_\_\_\_divided by \_\_\_\_\_wheel horsepower =  
Class\_\_\_\_\_

Unlimited 5.9:1 or greater

GTS 6.0:1-7.25:1

GTO 7.26:1-8.50:1

GT 8.51:1-9.75:1

GTU 9.76:1 or less

All cars must be tested on an approved dyno and submit the certified results.  
Shops with approved dynamometers at this time are Eurosport Racing and Havoc Motorsports.

There are no restrictions on tires however .5 will be added for cars running DOT tires.

When entering an event each car must declare

1. Class
2. Weight
3. Tires

Tech inspections may include dyno testing checks.

The Chief Steward reserves the right to use any reasonable means at his disposal to ensure equitable class structure.

#### **14.5. Rules**

This is considered a wheel to wheel racing class. All rules describing race procedures shall apply.

### **15. SPEC. MIATA CUP**

#### **15.1. Description**

The Spec. Miata Cup is designed for Autobahn Members who want to own a relatively affordable race car. These cars include Mazda Miatas from 1990-2005 and must conform to strict rules that will only allow minimal modifications in an effort to keep costs down and competition high. The Spec. Miata rules package created for SCCA National racing will be followed, with only minor changes. This will allow any car that is eligible for the Autobahn Racing Series Spec. Miata class to also be eligible for SCCA and other organizations such as NASA and Midwest Council with only minor changes according to each organizations particular rules. Each sanctioning bodies rule book should be checked before participation in any other series. All rules regarding wheel to wheel racing in this rulebook shall apply to this class.

#### **15.2. Eligibility**

This series is open to Autobahn Members only.  
An ABCC Competition License is required

#### **15.3. Fees**

Due to the additional operating costs incurred for this type of event, an entry fee per race will be required for this class.

#### **15.5. Rules**

All race procedures described in this rulebook regarding wheel to wheel racing shall apply.

##### **15.5.1. Technical Inspection**

All cars must conform to the specifications set forth for the Spec. Miata Series and may be required to pass technical inspection pre or post race. At the conclusion of

each official session a number of cars may be directed to the technical inspection area by the Technical Inspector. All cars directed to do so must immediately report to the tech area for technical inspection. It is the driver's responsibility to provide fuel samples and/ or remove components as requested by the Technical Inspector.

## **15.6. Fuel**

The 93 octane fuel available at the Autobahn fueling station shall be considered the spec. fuel. All cars that are subjected to a fuel test must match this fuel. Therefore it is highly recommended each car use fresh fuel from the Autobahn fueling station. If a fuel is tested and shown to not match the base fuel it will be considered illegal and penalties may result.

### **15.6.1. Fuel Sample Acquisition**

All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the fuel injectors to facilitate acquisition of fuel samples. To avoid fuel spillage, the fuel sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. A capped and/or sealed "T" may be fitted inline, or a capped and/or sealed auxiliary sample port may be fitted to a fuel system component without using a dry break fitting. Under no circumstances is siphoning of fuel from the fuel tank/ cell acceptable. If possible, the sampling valve/port should not be located in the engine compartment. In all cases competitors shall provide the appropriate tooling necessary to safely obtain the fuel sample. A manned fire extinguisher shall be present whenever fuel samples are being acquired.

## **15.7. Spec. Miata Vehicle Specifications**

All cars shall adhere to the SCCA rules regarding the Spec. Miata Class found in the SCCA GCR. Any revisions or updates to the SCCA GCR after the season has started shall be taken on a per case basis and must be approved by the Race Director. Upon approval of any changes an official notice will be sent via email. Drivers may submit requests for rules revisions to the Race Director at any time.

### **B. CLASSIFIED CARS AND WEIGHTS**

Classified cars and weights are listed on the Spec Miata Specification Table. Cars are to be weighed with the driver and required ballast.

### **C. AUTHORIZED MODIFICATIONS**

For a complete list of specifications please refer to the 2012 SCCA general Competitions Rulebook. Copies of the GCR can be ordered through SCCA or can be found at SCCA.com.

## Spec. Miata Specification Table

	<b>Bore x Stroke (mm) / Displ. (cc)</b>	<b>Valves IN &amp; EX (mm)</b>	<b>Restrictor Size</b>	<b>Comp. Ratio</b>	<b>Wheelbase (mm)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>
Mazda Mx-5/ Miata (90-93)	78.0 x 83.6 1597 or alternate 78.25 x 83.6	31.1 (I) 26.3 (E)	N/A	9.4	226 6	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 235 Vented Disc (R) 232 Solid Disc	2300 or 2315 With Alternate Bore
Mazda Mx-5/ Miata (94-97)	83.0 x 85.0 1839 or alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	45mm	9.0	226 6	3.14, 1.89, 1.33, 1.00, 0.81	4.3 See Notes	(F) 255 Vented Disc (R) 252 Solid Disc	2350 or 2365 With Alternate Bore
Mazda Mx-5/ Miata (99-00)	83.0 x 85.0 1839 or alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	38mm	9.5	226 6	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2400 or 2415 With Alternate Bore
Mazda Mx-5/ Miata (01-05)	83.0 x 85.0 1839 or alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	40mm	10. 0	226 6	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2400 or 2415 With Alternate Bore

## **16. Wings-n-Things**

### **16.1. Description**

The Wings-n-Things series is for formula and sports racers style cars. These are single seat purpose built race cars. This encompasses a wide variety of cars with differing capabilities. In most cases, all cars that fit within this series will race on track on the same time. Within this group there may be specific classes that have already been established with other racing groups such as Spec. Racer Ford and Formula Mazda. When enough participation warrants it these classes may be scored separately and have their own championship. These classes will follow the technical regulations that are established in the SCCA GCR.

### **16.2. Eligibility**

This series is open to Autobahn Members only.  
An ABCC Competition License is required

### **16.3. Fees**

Due to the additional operating costs incurred for this type of event, an entry fee per race will be required for this class.

## **17. ENDURO SERIES**

### **17.1. Description**

The Enduro Series gives Autobahn Members who have a competition license a chance to race against other members in a variety of cars. Cars will be divided into a select number of classes to encourage competition throughout the field. Because of the length of the event, pit stops with refueling may be necessary and strict rules will be put in place to make it as safe as possible. Even with these measures in place, all competitors must understand that racing is a dangerous sport and by entering these events the competitor assumes all risks involved.

### **17.2. Eligibility**

Enduro races are often run in partnership with other racing organizations therefore eligibility may differ from race to race. Please check the details of each particular event for licensing and vehicle requirements.



## INCIDENT REPORT

Name \_\_\_\_\_ Date \_\_\_\_\_

Corner # \_\_\_\_\_ Race Series/Session \_\_\_\_\_

Description of other cars involved (if any): Color \_\_\_\_\_ # \_\_\_\_\_ Model \_\_\_\_\_

Describe damage to your car: \_\_\_\_\_

\_\_\_\_\_

Describe damage to other cars: \_\_\_\_\_

\_\_\_\_\_

Please give a detailed description of the incident (include drawing on back if needed):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Will any further evidence been submitted (video etc.) \_\_\_\_\_

Are there any other witnesses? \_\_\_\_\_

\_\_\_\_\_

Do you feel penalties should imposed?

\_\_\_\_\_  
\_\_\_\_\_

## Appendix B

### **SM2**

Within the Spec Miata series championship there will also be contested a championship called SM2. This is intended to be a fun addition to the series for drivers who are not contesting for overall wins and the championship. It is a strictly voluntary group that is self policing. The competitors involved in this group can determine if a particular driver does not meet the spirit of this series by exceeding the performance expectations. Participants who would like to be included in this group should simply sign up for it with the Race Director; if someone does not belong in the group it will be obvious in most cases. If the majority of the group thinks someone does not qualify then they will not be allowed. This group would run with all other Miatas but can have their own point totals allowing for a race within a race. If the group decides as a whole to have a split start on some races, separating from the rest of the group, that could also be a possibility in some circumstances.

## Appendix C

### **Championship Details**

In each championship points will be awarded for every race and each driver may use the best results from a limited number of those results towards the year end totals.

For the 2012 racing season the structure will be as follows.

Chase Race	best 5 results of 8 races
Spec. Miata	best 12 results of 16 races
GT Challenge	best 5 results of 8 races
Wings-n-Things (Applies to classes within also)	best 5 results of 8 races
Enduro Series	best 4 of 6 races



**Chicago Region SCCA and  
Continental Motors Group present  
Whole Lotta Miata Restricted Regional at Autobahn CC  
May 18-19, 2013 SANCTION 13-RR-2801-S**

MAIL TO: Helga Meyer  
1101 Oriole Drive  
Munster, IN 46321  
(219) 838-9232  
E-Mail [helgameyer88@aol.com](mailto:helgameyer88@aol.com)  
*Add \$50 late fee if submitted after May 14  
Online registration CLOSES May 14*

Restricted Regional Race Fee

Restricted Regional Only	Running in National	ABCC Group	<input type="checkbox"/>
Online/Mail/Fax <input type="checkbox"/> \$225	<input type="checkbox"/> \$125	SCCA Group	<input type="checkbox"/>

Registration [www.motorsportreg.com](http://www.motorsportreg.com)

This event will be held under the current SCCA General Competition Rules and amendments except as modified by the Supplementary Regulations for this racing event. A separate entry form must be filled out for each car, driver and race entered.  
**PLEASE PRINT CLEARLY IN BLACK INK ONLY!**

**DRIVER INFO** I hereby agree that the car and driver, as described below, are to appear at this Race Meet to compete under the current General Competition Rules and amendments of the Sports Car Club of America, INC. and the Supplementary Regulations of this event. I affirm that the car entered complies with all requirements for the class and category in which it is entered and that all the information provided on this entry form is valid on this date.

DRIVER SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_  
 NAME (PRINT LEGIBLY) \_\_\_\_\_ Date of birth \_\_\_\_\_  
 ADDRESS (STREET) \_\_\_\_\_ (CITY) \_\_\_\_\_ (ST) \_\_\_\_\_ (ZIP) \_\_\_\_\_  
 REGION OF RECORD \_\_\_\_\_ MEMB # \_\_\_\_\_ EXP DATE \_\_\_\_\_  
 E-MAIL \_\_\_\_\_ WE WILL USE E-MAIL WHENEVER POSSIBLE  
 PHONE HOME ( ) \_\_\_\_\_ WORK( ) \_\_\_\_\_ CELL( ) \_\_\_\_\_

**ENTRANT** Only if different from driver. Must be an SCCA member not a corporation.  
 Name \_\_\_\_\_ Signature \_\_\_\_\_ Memb # \_\_\_\_\_  
 ADDRESS (STREET) \_\_\_\_\_ (CITY) \_\_\_\_\_ (ST) \_\_\_\_\_ (ZIP) \_\_\_\_\_

**CAR INFO**

TRANSPONDER # \_\_\_\_\_ MUST HAVE THIS # (CAN WE READ IT?) \_\_\_\_\_  
 CAR MAKE Mazda MODEL Miata COLOR \_\_\_\_\_ CLASS \_\_\_\_\_  
 NUMBER CHOICES \_\_\_\_\_ FIRST \_\_\_\_\_ SECOND \_\_\_\_\_ THIRD (PLEASE GIVE 3 CHOICES)  
 SPONSOR - 30 SPACES INCLUDING PUNCTUATION \_\_\_\_\_

**CREW** (ONLY THE DRIVER OR ENTRANT MAY CHANGE CREW LIST)

1.FREE _____	4. FREE _____	
2.FREE _____	5. PAY _____	\$10
3.FREE _____	6. PAY _____	\$10

**EMERGENCY CONTACT INFO**

Primary Contact \_\_\_\_\_ At track? Y / N  
 Phone # \_\_\_\_\_ Alt Phone \_\_\_\_\_  
 Secondary Contact \_\_\_\_\_ At track? Y / N  
 Phone # \_\_\_\_\_ Alt Phone \_\_\_\_\_

**PAYMENT INFO** OPTIONAL WORKER FUND CONTRIBUTION  \$10  \$15  \$20  \$25  OTHER \$ \_\_\_\_\_

Race Fee  Optional Worker Fund Contribution  Late Fee  TOTAL \$

(MAKE CHECK PAYABLE TO CHICAGO REGION SCCA)  
 CHECK NO. \_\_\_\_\_



**Chicago Region SCCA and  
Continental Motors Group present  
National Races at Autobahn Country Club**

May 18-19, 2013

Sanctions 13-N-2719-S / 13-RR-2801-S

**NATIONAL RACE FEE**

Online/Mail/Fax

STANDARD  \$325    SRF / FE  \$335    Add for 2nd class / Nat+Rest Reg  \$125

Registration

[www.motorsportreg.com](http://www.motorsportreg.com)

MAIL TO: Helga Meyer  
1101 Oriole Drive  
Munster, IN 46321  
(219) 838-9232

E-Mail [helgameyer88@aol.com](mailto:helgameyer88@aol.com)

Add \$50 late fee if submitted after May 14  
Online registration CLOSES May 14

This event will be held under the current SCCA General Competition Rules and amendments except as modified by the Supplementary Regulations for this racing event. A separate entry form must be filled out for each car, driver and race entered.

**PLEASE PRINT CLEARLY IN BLACK INK ONLY!**

**DRIVER INFO**

I hereby agree that the car and driver, as described below, are to appear at this Race Meet to compete under the current General Competition Rules and amendments of the Sports Car Club of America, INC. and the Supplementary Regulations of this event.

I affirm that the car entered complies with all requirements for the class and category in which it is entered and that all the information provided on this entry form is valid on this date.

DRIVER SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

NAME (PRINT LEGIBLY) \_\_\_\_\_ Date of birth \_\_\_\_\_

ADDRESS (STREET) \_\_\_\_\_ (CITY) \_\_\_\_\_ (ST) \_\_\_\_\_ (ZIP) \_\_\_\_\_

REGION OF RECORD \_\_\_\_\_ MEMB # \_\_\_\_\_ EXP DATE \_\_\_\_\_

E-MAIL \_\_\_\_\_ WE WILL USE E-MAIL WHENEVER POSSIBLE

PHONE HOME ( ) \_\_\_\_\_ WORK( ) \_\_\_\_\_ CELL( ) \_\_\_\_\_

**ENTRANT** Only if different from driver. Must be an SCCA member not a corporation.

Name \_\_\_\_\_ Signature \_\_\_\_\_ Memb # \_\_\_\_\_

ADDRESS (STREET) \_\_\_\_\_ (CITY) \_\_\_\_\_ (ST) \_\_\_\_\_ (ZIP) \_\_\_\_\_

**CAR INFO**

TRANSPONDER # \_\_\_\_\_ MUST HAVE THIS # (CAN WE READ IT?) \_\_\_\_\_

CAR MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ COLOR \_\_\_\_\_ CLASS \_\_\_\_\_

NUMBER CHOICES \_\_\_\_\_ FIRST \_\_\_\_\_ SECOND \_\_\_\_\_ THIRD (PLEASE GIVE 3 CHOICES)

SPONSOR - 30 SPACES INCLUDING PUNCTUATION \_\_\_\_\_

**CREW** (ONLY THE DRIVER OR ENTRANT MAY CHANGE CREW LIST)

1. FREE _____	4. FREE _____	
2. FREE _____	5. PAY _____	\$10
3. FREE _____	6. PAY _____	\$10

**EMERGENCY CONTACT INFO**

Primary Contact \_\_\_\_\_ At track? Y / N

Phone # \_\_\_\_\_ Alt Phone \_\_\_\_\_

Secondary Contact \_\_\_\_\_ At track? Y / N

Phone # \_\_\_\_\_ Alt Phone \_\_\_\_\_

**PAYMENT INFO**

OPTIONAL WORKER FUND CONTRIBUTION \_\_\_\$10 \_\_\_\$15 \_\_\_\$20 \_\_\_\$25 \_\_\_ OTHER \$ \_\_\_

Race Fee  Optional Worker Fund Contribution  Late Fee  TOTAL \$

(MAKE CHECK PAYABLE TO CHICAGO REGION SCCA)

CHECK NO. \_\_\_\_\_



## **Autobahn Country Club Visitor Information**

### **DIRECTIONS**

#### **Trucks:**

I-55 to Arsenal Rd. Go East on Arsenal to Baseline Rd. Turn North (left) on Baseline Rd. take 1 mile to Millsdale Rd and Turn East (right). Follow Millsdale to the entrance

#### **Cars:**

From I-55 follow directions above.

From I-80, exit south onto Rt. 53 (Chicago Street) travel 4 miles to Millsdale Rd. West on Millsdale 2 miles to CenterPoint Way, turn right to Gate 1.

### **Facility Information and Policies**

**Track Maps** Please go to [www.autobahncountryclub.net](http://www.autobahncountryclub.net) for detailed track and facilities maps. Click on the More Information tab for a menu of available track maps.

**Registration** Everyone who enters the property **MUST** sign the waiver form in the registration office at the main gate.

**Security** 24 hour security is provided, for special arrangements please contact the registration office.

**Paddock Policies** Please be considerate of others around you.

- Speed limit in the paddock is 15mph. Speed limit on all access roads is 25mph. No bedding of brakes or testing of vehicles is allowed on access roads.

- Asphalt Protection-All awnings and tents must be secured. Pounding stakes or making holes in the asphalt is not allowed for any reason. Any jacks must have wood or metal underneath to prevent damaging the asphalt. No painting any asphalt surfaces.
- Waste Fluids-All waste fluid must be disposed of at the collection center located to the east of the North Timing Tower. Any spills must be reported immediately for proper clean up. Used tires and unwanted parts must be removed by the participant.
- Pit Vehicles-Any pit vehicles must be operated by licensed drivers only. Use is restricted to the paddock area. Children are not allowed to operate these vehicles.
- Bicycles, roller blades and skateboards are not allowed.
- Pets are permitted on the grounds but must be kept on a leash at all times. Pet owners are responsible for cleaning up after their pets.
- Fireworks and Weapons-No fireworks or weapons are allowed anywhere in the facility.
- Music-No loud music, or music that includes obscenities, is allowed.
- Fires-camp fires must be contained and off the ground.
- Hook-ups for electric are available on a very limited basis to event organizers only and must be prearranged. Unauthorized parties are not allowed to plug into any buildings.
- Alcohol-No alcohol is permitted in the pits or paddock until the track events for the day have been completed.
- No pedestrian or vehicle traffic is allowed on track after events have concluded for the day.

**Viewing Areas** All spectators and participants must stay in designated viewing areas. Access roads to perimeter garages are private and limited to authorized personnel only. These areas are marked with “no spectators” signs.

**Camping** Overnight camping is allowed at certain events. All visitors staying overnight must pay the camping fee upon registration. All overnight vehicles must display a camping permit in the front window. Complete camping rules are available at the registration desk; no electric hook-up is available.

**Café** The Autobahn Café serves upscale fast food with an emphasis on quality. The Café is always open for lunch, and often for breakfast at the client’s request. The Food and Beverage staff is available for any level of catering.

**Pre/Post Event Parking** No trailers or vehicles may enter the premises prior to the day of an event unless prior arrangements have been made. All participants and vehicles must exit the premises before the registration gate closes on the last day of an event. Please

contact Track Operations to make arrangements for any trailers or vehicles that must be delivered prior to the first day of an event.

**Restrooms and Showers** Restrooms are located in both the North and South timing towers, as well as at the café. Showers are available and located in the North and South Tower.

**Fuel** Fuel pumps are located to the east of the café near the circle. 93 and 104 unleaded as well as 110 leaded fuel is available. All pumps accept credit cards, no cash sales. Please be aware if debit cards are used a \$150 hold will be placed on the account, this may be reflected on accounts for up to 3 days before the unused balance is removed.

**Internet** Wireless internet is available to the public throughout all the buildings and in the paddock area.

**Noise Restrictions** A 105db noise limit is strictly enforced. No race engines may be started before 8:00 am or after 8:00 pm.

**Public Address System** The PA system can be heard on 103.7 FM.

**Vendors** No vendors or sales of any kind are allowed without written permission from Autobahn Country Club. ALL vendors must supply an insurance certificate and are subject to vendor fees.

**Banners/Flyers** No banners or printed material may be hung on any facilities or structures without **prior** consent. No flyers or handbills may be distributed.

**Photographers** Photographers and anyone taking video must receive permission to do so. Photo vests are available at the registration desk and must be worn at all times by all professional photographers, with proper credentials, who wish to go beyond the general paddock areas, they must also identify themselves to “race control” and follow all instructions. Autobahn photographers are available upon request.

**Kart Track** Go Kart rental may be available on a limited basis. Please contact the Kart Track.

## **Joliet Area Information**

### **Hospital Information**

Silver Cross Hospital 815-300-1100  
1900 Silver Cross Blvd.  
New Lenox, Illinois 60451

Provena Saint Joseph Medical Center 815-725-7133  
333 N. Madison St. Joliet, IL 60436

Maps to Silver Cross and Provena can be found at the registration desk and the Track Operations office in the South Tower.

### **Dining**

The Autobahn Café is available to meet all of your catering needs. Please contact Peggy Gerdes for further information.

*Mr. B's - Casual racing themed dining*  
23956 State Route 53, Elwood

Al's Steak House 815-725-2388  
1990 W. Jefferson St. Joliet

*Syl's Upscale dining* 815-725-1977  
829 Moen Ave, Rockdale

An extensive list of other area attractions and services is available at the registration desk. (815) 722-2223.