

## Central Florida Region Endurance Series Rules

1. Minimum scheduled race length will be 65 minutes with at least one (1) mandatory five (5) minute pit stop. For races longer than two (2) hours there shall be at least one (1) mandatory five (5) minute pit stop for every two (2) hours of race duration or portion thereof. Any pit stop during which refueling is performed shall be a minimum of five (5) minutes in duration. Any mandatory five (5) minute pit stop must be completed prior to the display of the checkered flag.
2. Mandatory five (5) minute pit stops may only be initiated when the track is green. A car must take the green on a start or restart and cross the start/finish line on the racetrack before entering the pits to begin a mandatory five (5) minute pit stop. On tracks where the start/finish line precedes pit in (such as Sebring when the Green Park Club Pits are in use), a car must complete a full lap on the track following a start or restart before beginning a mandatory five (5) minute pit stop. There shall be at least one (1) mandatory minimum five (5) minute pit stop for every two (2) hours of race duration or *fraction thereof*. Additionally, any other fuel stops shall be five (5) minutes in duration. Mandatory five (5) minute pit stops may only be initiated when the track is green.
3. The Chief or Operating Steward may shorten an endurance race in accordance with track conditions and event situations. In that circumstance, once the field has taken the green flag, it is considered an official points race regardless of length. A shortened race does not relieve drivers of their mandatory pit stop requirement and penalties for short or missing pit stops will be applied.
4. Points toward the CFR Enduro Series will be awarded in accordance with the GCR, or as otherwise specified in the event supplementary regulations.
5. The minimum penalty for a short pit stop will be assessed in this order:
  - (a) 1 to 5 seconds 1 lap,
  - (b) 6 to 30 seconds 2 laps,
  - (c) Pit stops short by more than 30 seconds or no pit stop, minimum penalty moved to last place in class. Maximum penalty can be disqualification. Short pit stop penalties will be determined by the Chief Steward and assessed by the Chief of T&S.
6. During a red flag condition or black flag-all condition the clock may stop at the discretion of the Chief Steward. If the clock is stopped, then it shall be restarted when the field is dispatched.
7. For cars taking a mandatory five-minute pit stop when the red flag or black flag is thrown, their pit stop time stops until the course goes green and their pit stop time then resumes. No work to the cars shall be performed during a red flag or black flag all situation.
8. No car/driver shall begin 5 min. pit stop after a full course yellow has been shown. Any car/driver in the pits when a full course yellow begins may continue with their pit stop and may

re-enter the track at the proper time to count the stop as the required 5 minute stop. A car is deemed to be "In the pits" if the car has reached the line that begins the area in which the pit lane speed limit is in force.

**9.** A car/driver experiencing mechanical problems of an unsafe nature may enter the pits during a full course yellow as a matter of safety. This stop will not be counted as the mandatory 5 min. stop.

**10.** The car engine shall be off and the driver completely out of the car during any refueling and no one shall be working on the car during the refueling process. Only those personnel involved (either holding funnel or pouring fuel from gas can) with the refueling shall wear fire resistant clothing with face coverings (balaclavas) and eye protection (goggles or face shield), gloves and closed toe shoes. All other individuals going over the wall must wear sleeved shirts, long pants and closed toed shoes. All pit areas must be equipped with a competitor supplied 10 lb. 60 BC or ABC fire extinguisher to GCR specifications and held by a crew member with the pin REMOVED during fueling operations. The competitor must supply water or speedy dry in case of a fuel or oil spill.

**11.** Fueling gear shall consist of a gas can with a filler spout or funnel at a minimum. A maximum of 20 gallons of gas is allowed in the "hot pit" area per car.

**12.** Air hoses should be removed from the vehicle/hot pit area prior to the car leaving the pit stall. Any car running over an air hose shall be subject to a one lap penalty. Pits with compressed air cylinders must have a cage covering the valve area per GCR section 10.

**13.** Any competitor using an electric air compressor in the hot pit area cannot keep fuel near the compressor or its electric connections.

#### **14. Pit Stop Timing**

**14.1** The normal method to be used will be the timing records of the race as provided by Timing and Scoring to determine the fastest lap times for competitors. By adding 5 minutes plus the time required to traverse pit lane at the specified mph to this fastest lap time a pit stop time shall be determined for each competitor. Lap timing records shall then be checked to ascertain that each competitor did have a total lap time equal to or greater than the sum of 5 minutes plus pit road time plus fastest lap time. This review of the lap charts and certification of the required 5 minute stop shall be the responsibility of the Region. At tracks where appropriate pit stop timing systems are in place, these system may be used in which case details of pit stop timing will be noted in the Supplemental Regulations.

**14.1.1** Listed below are the times for traverse of our various pit lane configurations:

Daytona Intl Speedway - 28 seconds at 40 mph (\* updated 4/21/24)

Sebring Intl - 12 Hour Pits – 26 seconds at 35 mph

Sebring Intl - Club Pits - 24 seconds at 40 mph

**15.0 Classes Included** – ITA, IT7, ITB, ITC, ITS, ITR, ITEZ, ITO, SM, SMSE, SM-T, SMSE-T, SRF, SRF3, STL, STU, B-Spec, R1, R2, T3, T4 and SC. Other classes may be included at an event at the discretion of the Race Chair and Chief Steward.

**16 16. Class Championships** – A champion will be determined for each class based on total points scored over the course of the competition year. Ties will be broken by GCR rule. Any unbreakable tie will be broken by coin toss or other random method.

**16.1 Points** – Championship points for each class will be awarded based on finishing position in accordance with the GCR. The Championship Finale for 2025 will occur the weekend of the SARRC Invitational Challenge at Daytona. Points for the Finale will be as specified in the event supplementary regulations.

**16.2 Only the Primary Driver** will receive championship points for any race. The primary driver, as listed on the results, must be a member of the Central Florida Region. A dual region membership is permitted. It is the responsibility of the drivers and entrant to ensure that Timing & Scoring has the correct driver's name and SCCA Member # listed in the results.

**16.3 In order to receive points**, a car must complete at least half the number of laps of the overall winning car.

**16.4** Championship points will not be awarded to any car/driver that receives a penalty of "moved to last place in class".

**16.5 Minimum Participation** – in order to be eligible for a championship award, a driver must participate (be a race starter) in at least 2 CFR Endurance Races in the same class.

**16.6** For the 2024 racing year, all endurance races sanctioned by CFR will be included in this championship series.