

# **Pit Stop Rules for the Lightning 100**

## **One 5-minute mandatory pit stop is required.**

- To count as the mandatory pit stop, the stop must begin under Green Flag racing (not Full Course Yellow). The pit stop minimum time is the responsibility of the team from and will be measured as a minimum of a 7-minute race lap.
- The 5-minutes will be counted while the car is at a full stop.
- Pit stops may be made at any time during the race, and may be of any length.
- The driver may remain in the vehicle during all service work except for refueling (see below).
- Short stops of under 5 minutes are allowed but will not count towards the minimum mandatory stop in any regard.

### **1. Refueling**

- 1.1 May only be completed during the 5-minute mandatory pit stop.
- 1.2 Fueling is defined as any time any fuel cap is removed or when any dry-break seal has been broken during a pit stop. During this time, all of the rules in this section apply.
- 1.3 There must be two persons dressed in fire retardant clothing according to the SCCA standards for driver's safety equipment except no HANS etc required.
- 1.4 Driver must not be in car and all 4 tires must be on the ground with master switch turned off. No other may be done during refueling.
- 1.5 During fueling, drivers must exit the car and visual inspections of the car are allowed. No other action is allowed.
- 1.6 Fuel spills of any amount are frowned upon, this is why you have 5 minutes to get it done. However, any fuel spill may be subject to penalties according to the Steward's discretion.
- 1.7 Fueling of cars can only be performed using gravity-fed, commercially-available, handheld jugs. Fuel jugs cannot be so large as to require more than one person to handle them at a time. A fuel jug cannot be carried by more than one person at a time. A maximum of **one** fuel jug is allowed on the hot-side of the pit wall at any one time.
- 1.8 A sturdy metal, non-sparking catch pan at least two and a half inches deep must be used during all fueling operations and in a position that it can catch any spilled fuel during a fueling operation.
- 1.9 For cars with more than one filler neck or dry break, only one may be filled at a time.

- 1.10 **During fueling the master electrical shut-off of the car must be switched off.**
- 1.11 During fueling, a dedicated team member acting as a fireman must be present with a ten-pound fire extinguisher with a UL rating of Class A, B and C (such as dry chemical or Halotron). The fireman must be over the wall and standing approximately six to ten feet from the open fuel cap or dry-break orifice and in position and ready to operate the fire extinguisher, which includes holding the nozzle in the direction of the fueling operation. The person who is acting as the fireman may not serve any purpose other than holding the fire bottle. The person who is active as the fireman may not be the person removing or replacing the fuel cap, moving fuel bottles, or moving the catch pan.
- 1.12 The use of a funnel is prohibited.

## **2. Pit Stop Procedures**

- 2.1 Pit Lane speed is 35mph
- 2.2 Cars driving through the pit lane at speed must remain in the lane furthest away from the pit boxes.
- 2.3 The center lane is used for transitioning from through lane into and out of the pit boxes.
- 2.4 Cars should drive through as few pit boxes as possible when entering and exiting their pit box.
- 2.5 No one is allowed over the wall, and both feet must remain planted on the cold side of the pit wall, until the car comes to a complete stop. Further, there cannot be any fuel jugs, tools, supplies, or any other materials on the wall or hot side of the wall until the car comes to a complete stop.
- 2.6 No more than five people are allowed over the wall at any time during a pit stop. This includes the driver in the car.
- 2.7 Everyone over the wall must be in full safety gear as outlined in 1.3, with the following exceptions : Over-the-wall crew are not required to wear a head and neck restraint. Crew may use a helmet that is SA2010 or later.
- 2.8 Reversing under power is not allowed in the hot pits.
- 2.9 Work can be performed on the car in the hot pits when not fueling (see 1.2). This includes (but is not limited to) checking and adjusting fluid levels, checking and changing tire pressure, refilling and replenishing drink bottles and cool suits, adjusting suspension and bodywork, etc.
- 2.10 Repairs to a car that are likely to take more than twenty minutes shall not take place in the hot pits, and must be brought to the paddock. Cars found to be in the pit for more than twenty minutes may be subject to a penalty.

### **3. Driver Changes**

- 3.1 Driver changes can be done at any time, but it is highly recommended they be done during 5-minute mandatory stop.
- 3.2 Car must be stopped with master switch turned off and no other work of any kind may be performed.

### **4. Repair in Paddock**

- 4.1 You may retire to the paddock to facilitate any repairs.
- 4.2 Repair must be approved by a Tech official.
- 4.3 Once approved, you may return to track via False Grid.

### **5. Tire Changing**

- 5.1 During the race, tires may only be changed in the hot pits
  - 5.1.1. Exception to 5.1: Cars in the paddock during a race for 20 minutes or more may change tires in the paddock.
- 5.2 Raising of the car in pit lane shall only be for the purposes of tire changes although inspection of components in the wheel-well of the car (such as braking components, hubs and bearings, control arms, etc.) may be performed during tire changes.
- 5.3 Under no circumstances shall any crew member or body part be under the car while it is in the air.
- 5.4 Only one pump-style floor-jack is allowed over the wall at a time per team.
- 5.5 If a team is using air-jacks in the pit lane which requires a bottle of gas to be present in the pit stall, it must be on the cold side of the wall, secure, and have a cage protecting the valves, regulator and connections on the bottle.
- 5.6 The use of air-guns and self-contained, uncorded, battery-powered tools may be used.
- 5.7 No more than five tires, including those mounted on the vehicle, may be over the wall at any time.

- 5.8 At any time the tires of the car are “in the air”, defined as the rubber of any tire not touching the ground, there must be a dedicated spotter. This spotter must be located at the front corner of the car adjacent to the transition lane facing oncoming traffic. The purpose of this person is to keep watch of the people working on the car, and provide warning to workers about other cars that are coming down pit lane. The spotter may not perform any work on the car or handle any tools, air-jack hoses, etc.