

Enduro Elite

Official 2025 Rule Book (Version 1.2)

Returning members: Recent changes highlighted in YELLOW.

The Enduro Elite Series is a “for racers, by racers” racing series born out of the desire for a high standard of wheel-to-wheel racing without the usual barriers to entry, complex rules, and the need to have a trust fund.

Enduro Elite encourages the idea of improving driver skill first and upgrading car parts second.

We do welcome ingenuity and creative engineering. You’ll see in the rule set below, we give you quite a bit of leeway. But when we see fancy parts, that’s when we especially expect an elite level of race craft.

Enduro Elite is a strict **NO CONTACT** series, however, race cars get damaged and people can get hurt, or worse. Being a driver is exhausting and taxing on your body, brain, and bank account. We recommend that you endure a complete physical exam to receive clearance from your physician prior to competing.

Registration and/or arrival at the track implies you understand the risk associated with this life-changing sport and that you agree to adhere to the rules contained within, the requirements and restrictions, and acknowledge that you and your team/crew/guests/fan club are participating at their own risk and shall not hold Enduro Elite, its owners, staff, sponsors, partners, vendors, associations, and assignees responsible.

TABLE OF CONTENTS

1.	WHAT KIND OF CARS	PAGE 2
2.	WHAT KIND OF DRIVERS	PAGE 2
3.	TEAMS/NUMBER OF DRIVERS	PAGE 2
4.	ENTERING A RACE & COSTS	PAGE 2
5.	INTERIOR CAR SAFETY & GUIDELINES	PAGE 3
6.	EXTERIOR CAR SAFETY & GUIDELINES	PAGE 8
7.	DRIVER SAFETY	PAGE 9
8.	FUELING	PAGE 10
9.	TECHNICAL & SAFETY INSPECTION	PAGE 11
10.	RACE DAY	PAGE 12
11.	WHAT TO EXPECT	PAGE 13
12.	PENALTY GUIDELINES	PAGE 14
13.	DRIVER ETTIQUETE / “UNSPOKEN RULES”	PAGE 15
14.	PROBATION	PAGE 16
15.	UNDERSTANDING RACE FLAGS	PAGE 16
16.	WHO WINS WHAT	PAGE 17
17.	LIVE TIMING	PAGE 17
18.	SCHEDULE/POINTS/CHAMPIONSHIP	PAGE 18
19.	BREAK OUT	PAGE 17
20.	PROTESTS	PAGE 19
21.	LAP TIMERS	PAGE 19
22.	VOLUNTEERS	PAGE 19
23.	SPIRIT OF THE RULES	PAGE 19
24.	THE FINE PRINT	PAGE 19
25.	PRE RACE CHECK LIST	PAGE 20

1. WHAT KIND OF CARS

- 1.1** Stock production four-wheeled vehicles originally intended for street use but are repurposed as a race car for road course endurance racing. Enduro Elite attracts all levels of drivers from all types of racing including PCA, SCCA, NASA, 24 Hours of LeMons, ChampCar, BMW clubs, Spec Miata, ICSCC and the like. Contact chuck@enduroelite.ca with any questions on this matter.
- 1.2** During the technical-inspection and registration process, all competitors will have the option to decide/predict what class they will compete in based on estimated lap times and an optional class decal will be placed on the car at that time. If realistic evidence does not align with the prediction, a reclassification will take effect.
- 1.3** If the team still is not sure of their lap times, Enduro Elite reserves the right to place them in an appropriate class after the race starts and realistic evidence is shown.
- 1.4** For cars that are deemed to be “exceptionally over-prepared” Enduro Elite has an Exception-Class. This simply means your car is too quick for the spirit of our rules. We want to keep you on track and allow you to have fun with the other cars out there, but you are not racing for the podium.
- 1.5** Enduro Elite allows cars of any age to compete, providing it is within the spirit of the rules.
- 1.6** It is encouraged to have clean and professional looking race car & livery. While we do allow all cars to compete, we may not include them in results/photos/videos if the car does not meet visual standards and/or are not running Enduro Elite series decals.

2. WHAT KIND OF DRIVERS

- 2.1** Drivers must be at least 18 years of age and hold a valid Canadian or International driver’s license.
- 2.2** We strongly recommend that novices attend some type of driving instruction at a local track day/HPDE event before entering a wheel-to-wheel endurance race.
- 2.3** Enduro Elite may allow minors with two years of documented racing experience (e.g., karting, quarter midgets, etc.) to participate in our events. Prior written approval is required and all drivers under the age of 18 require a guardian to be present and also a completed and notarized Minor’s Liability Waiver form. Contact chuck@enduroelite.ca for more information.

3. TEAMS/NUMBER OF DRIVERS

- 3.1** Endurance teams are defined as two (2) or more drivers for a specific event. Each team must have a team captain who is responsible for establishing the team’s name & car number, and for entering the team’s car for a race (Captain can be a driver or not). Don’t know who all your drivers are yet? No problem. Drivers can join the team at any time as long as their membership is paid up by race day.
- 3.1.1** **SOLO CLASS** is meant for teams with a single driver. This class starts every race along with endurance teams (and is included in all practice sessions) however the SOLO CLASS receives their own checkered flag 60 minutes after the green flag drops. Following the race(s), solo cars may use the remainder of the race(s) as test/practice time (on a hot track with other endurance racers so all rules must still be followed). The additional practice time may be handled on a pay-as-you-go basis, payable at the track if/when you decide you want to purchase more track time. Solo class only may use slicks.

4. ENTERING A RACE & COSTS

- 4.1** **Mandatory Driver Membership for 2025 is \$99.99**
- Team Captains must first create their own profile [HERE](#) and then create a team profile with car type, team name and car number.
 - Every driver must create their own Driver Profile [HERE](#) and purchase a 2025 membership.
 - **All new drivers are on probation for the first two races they compete in**
 - Members can then join their team within the system by searching for it.

- 4.1.1** For crew members to receive important emails with information and e-waivers, they must join our mailing list by going [HERE](#) and scrolling to the bottom.
- 4.2** **ENDURANCE ENTRY FEES IN 2025 ARE CALCULATED PER EVENT, SEE REGISTRATION FOR DETAILS.**
- 4.3** **LATE CHARGE ON ENTRY FEE - \$200.00 (within 30 days of the event)**
- 4.3.1** **SOLO RACE ENTRY FEE – CALCULATED PER EVENT, SEE REGISTRATION FOR DETAILS**
- 4.3.2** **SOLO PRACTICE TIME - \$149.00 for each additional 60 minutes of practice time.**
- 4.3.3** New teams travelling from the USA will receive a 10%-off entry fees for the 2025 season. Email chuck@enduroelite.ca to receive your discount code.
- 4.3.4** **Enduro Elite Decal Kit - \$199.00 shipping included**
- All prices are listed in Canadian Dollars (CAD) and are subject to HST.

5. INTERIOR CAR SAFETY & GUIDELINES

Note: The SFI Foundation Inc. website is a great resource for vehicle safety issues such as proper harness installation, onboard fire suppression systems, etc. see: <https://sfifoundation.com>

Currently building a car? Many safety items described below can be found at [Ultraray Motorsports - Safety](#)

- 5.1** **ROLL CAGES** - Minimum 6-point (8 points or more recommended) hoop or halo-type roll cage constructed of seamless Drawn Over Mandrel (DOM) tubing in either alloy or mild steel. Steel types (Alloy, Mild Steel) may not be mixed. DOM (Drawn Over Mandrel) mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (e.g. SAE 4130 or T45) or Docol R8 tubing is recommended. ERW, Stainless, and other exhaust tubing is not allowed. Roll cages should feature a main hoop, main hoop diagonal(s), harness bar, rear down stays, halo, front legs, dash bar, and driver and passenger door/sill bars.
- 5.1.1** Door bars may be either “H Bar” style (a.k.a. Ladder bars, or “NASCAR” style bars), or “X Bar” style (a.k.a. cross bars). For “X Bar” style door bars, reinforcement gussets (a.k.a. Tacos) are required where the two main bars intersect.
- 5.1.2** The required minimum tubing diameter and wall thickness can be found in the table below:
- | | | | |
|----------------------|----------------|---------------------------------|-----------------|
| Vehicle Weight | Up to 2200 lbs | 2201 – 2699 lbs | 2700 – 3000 lbs |
| Tubing Size (Inches) | 1.5” x 0.095” | 1.5” x 0.120” or 1.75” x 0.095” | 1.75” x 0.095” |
- 5.1.3** Cages should be constructed from tubing with high quality welds and proper bends. It is also recommended that all cage joints use gussets.
- 5.1.4** Please have a 3/16” inspection hole drilled in the cage so that wall thickness and tube diameter can be measured.
- 5.1.5** Seated and belted drivers with helmets must be below the top of the roll cage by no less than two (2) inches. Roll cage bars must be sufficiently padded with SFI 45.1 high-density roll bar padding covering any and all areas that could come in contact with the driver. It is expected that your team test fit all drivers prior to arriving at the track.
- 5.1.6** Please be advised that bolt-in roll cage solutions are not sufficient. Bolt-in cage solutions have not been accepted since 2018.

Note: As a general guide, if your roll cage is in compliance with SCCA, NASA, 24 Hours of LeMons, ChampCar, PCA, WRL, or BMW clubs rules, you should be good to go with Enduro Elite.

Any doubt or questions, contact us at chuck@enduroelite.ca

- 5.2** **SEATS** - Seats must be aftermarket and purpose-built for racing. Molded, homemade or OEM seats are not allowed.
- 5.2.1** Seats must be either SFI 39.1 or SFI 39.2, or FIA 8855-1999 or 8862-2009. The certification label and date of manufacture, or expiry date must be visible and legible during technical inspection.
- 5.2.2** Seats must have a very solid mounting and use sufficient seatback braces (check with manufacturer for brace guidance). To prevent rearward failure and to withstand impacts from any direction, the driver’s

seat must be attached to roll cage or to the floor of the vehicle. Pay special attention to beefing up the size of the mounting plates. Steel plates or at least 2.5-inch load washers are required when mounting to sheet metal.

- 5.2.3** The hardware (Bolts, Screws, Nuts, etc.) used to mount the seat, brackets, and sliders are equally important as the seats/brackets/sliders themselves. Aim for hardware that is rated as Class 10.9 (Metric) or Grade 8 (SAE/Imperial) at a minimum. Stainless Steel, Aluminum, Brass and other questionable hardware will not be accepted.
- 5.2.4** To accommodate different driver sizes, seat-sliders are allowed but must be mounted equally securely and often require the installation of a seatback support mechanism (unless a valid FIA/SFI rated seat/slider combination is used, which would not require a seatback support). Take care with anti-submarine belt installation when combined with a seat on sliders. Belt Angle is important for safety. Consider mounting more than 1 anti-submarine belt, of different colors even, if you have a driving roster with extreme variation in height.
- 5.2.5** A seat back more than three (3) inches forward of the cage bar requires a seatback support.
- 5.3** **PASSENGERS** - While no passengers are allowed during a race, a second seat may be installed but must meet all the same specifications for seat, mounting and belt requirements.
- 5.4** **SEAT BELTS/DRIVER HARNESS** - Must be SFI (16.1, 16.2, 16.5 or 16.6) or FIA (8853-2016 or 8853-1998) approved and a 5, 6, or 7 point harness is required with two (2) - or three (3)-inch width belts (2-inch is highly recommended). For more information on 2-inch vs. 3-inch belts [read this](#). A 5 point harnesses system should consist of two (2) shoulder belts, two (2) lap belts, and one (1) anti-submarine belt (anti-sub). The certification label and date of manufacture, or expiry date must be visible and legible during technical inspection.
- 5.4.1** Belts must be in great condition and be within their expiry date/life cycle. SFI rated belts are good for two (2) years from the date of manufacture, while FIA certified belts are good for up to five (5) years from the date of manufacture (note: sometimes the belts are simply marked with their expiry date). Note: When routing belts, please make sure the belt material is not rubbing against any part of the seat including shoulder harness holes, the roll cage or other part of the vehicle that could compromise the integrity of the belts.
- 5.4.2** Y-belts (single point) and 4 point harnesses are not allowed.
- 5.4.3** Clip-style belt mounts must be safety wired or cotter pinned after installation. The hardware used to mount the harnesses must be at a minimum:
- 7/16" UNF SAE Grade 5
 - 3/8" UNF SAE Grade 8
 - M12 Class 8.8
 - M10 Class 10.9
- or higher and utilizing at least 2.5-inch or larger load washers.
- 5.5** **FIRE SUPPRESSION SYSTEMS** – A fully operational and charged fire suppression system **WITHIN THE EXPIRATION DATE** (SFI 17.1 or FIA J253.7.2) is required. **Fire suppression bottles are required to be recertified every two (2) years.** The certification label and date of manufacture, expiry date, date of last service or service due by date must be visible and legible during technical inspection.
- 5.5.1** The system must have a gauge that indicates the state of charge within the bottle and must be fully charged ("In The Green").
- 5.5.2** The activation point for the system must be clearly marked with a fire extinguisher "E Circle" decal available at Tech & Safety Inspection.
- 5.5.3** At a minimum, two (2) nozzles and at least a 2.25 liter bottle with activation possible by the driver in the fully-belted-in position are required. Nozzle arrangement can be two (2) at the driver or one (1) at the driver and one (1) at the engine. Need a system re-certified? Please contact Ultraray Motorsports

Note: It is HIGHLY RECOMMENDED that the activation mechanism (cables, sheathing, levers, handles etc.) be inspected regularly for smooth and snag free operation. Also, ensure that the lines and nozzles are free of any dust, dirt, contaminants, bugs, spider webs or anything else that can block them and impede the flow of the fire suppressing agent.

If the bottle has been partially discharged, even for a brief instance (accidentally bumping the mechanism, testing the activation point a bit too vigorously, etc.), the bottle must be recertified.

5.6 WINDOW NETS – Are mandatory in order to prevent a driver’s arms or hands extending out of the window in the event of an incident. **Window Nets must be SFI 27.1 or FIA 8863-2013 or J253.11 approved and not expired (SFI are good for Two (2) years after the date of manufacture, FIA are good for Five (5) years after the date of manufacture).** The certification label and date of manufacture, or expiry date must be visible and legible during technical inspection.

5.6.1 Proper installation of the net and its latch system is imperative for safe driver egress (i.e., exiting the car). Window nets shall not be affixed to the door itself, regardless if the door has been immobilized through welding or other means. Window nets must be equipped with an easy-to-use, yet secure latching system that is easily accessible by the driver, safety crew, or other personnel. Zip ties are not acceptable. **No Lexan or plexiglass can be used in place of a window net & latch system.**

Note: Driver egress is something your entire team should practice regularly, ensuring that drivers and crew thoroughly understand the process of disconnecting belts, radio equipment, cooling suit systems, and how to lower the window net for a quick and safe exit in the event of an emergency. [Ultray Motorsports - Safety Nets](#)

SFI and FIA Accepted Standards for Equipment: Car

Category	SFI Rating	FIA Standard	Expiration
Fuel Cells	28.1, 28.2, 28.3	FT3-1999, FT3.5, or FT5	After Five (5) Years
Fire Suppression Systems	17.1	FIA Homologation J253.7.2	Two (2) Years After Service or Recertification. 6 Year Lifespan Total
Harnesses	16.1, 16.2, 16.5, 16.6	8853-2016 or 8853-1998	FIA: After Five (5) Years SFI: After Two (2) Years
Seats*	39.1 or 39.2	8855-1999 or 8862-2009	FIA: After Five (5) Years SFI: After Two (2) Years
Window Nets	27.1	8863-2013 or J253.11	FIA: After Five (5) Years SFI: After Two (2) Years
Roll Cage Padding	45.1	8857-2001 Type A, SCTA 3.D.1 or 3.B.2-3.C	N/A

*Seats may still be used after their expiration date provided they are supported by a back brace

5.7 KILL SWITCH – A kill switch is mandatory and when moved to the OFF position, must cut electrical power to the car. This kill switch must be turned off during any fuel activity, and must interrupt the ignition, main battery, and alternator/charging circuits

5.7.1 The switch must be clearly marked with a “Master Switch” lighting bolt decal available at Tech & Safety Inspection and the “OFF” position must be clearly labelled. A piece of masking tape with “OFF” written in pen will not suffice.

5.7.2 The switch must be installed such that a driver in the fully seated and belted-in position can easily operate it.

5.7.3 A single (1) low-amperage circuit is allowed to maintain power to specific electronic devices as an exception to Rule 5.7 when the car is “OFF”.

- 5.7.3.1** The low-amperage circuit must be protected by a fuse (10A maximum) located between the battery and anything else in the circuit.
- 5.7.3.2** Under no circumstances can the low-amperage circuit power anything related to the fuel system, ignition system, or engine management. This circuit is intended to be used for auxiliary devices such as dataloggers, telemetry, cameras, radios, and other low power devices that are not used for essential car functions.
- 5.7.4** If an additional external Kill Switch is used on the car, then it must interrupt all power from the battery to every circuit, including any circuit that follows Rule 5.7.3. This is intended so that if safety crews decide to use the external kill switch, they are not confused about what may or may not still have power.
- 5.8 VEHICLE INTERIOR** - Inside the vehicle must be void of airbags and any loose items, wires, hoses, cables, carpet, floor mats, insulation, plastic, and all things flammable. Also be sure to remove any sharp edges or anything that can impede the safe entry, driving and exit of the car. Please strip the interior of the cockpit as much as is reasonable and safe ignition locks must be removed or disabled. A quick-release steering wheel system is especially handy. In the case of cool suit systems, ice chests must be securely installed with proper tie downs. Cameras must be securely mounted to prevent them detaching during an accident, collision, or contact.
- 5.9 VEHICLE EXTERIOR** – It is highly encouraged that your race car(s) arrive in “clean and straight” condition. No significant body repairs should be needed. This is part of why we are strict about our no-contact rules. We want the field of cars to look professional.
- 5.9.1** Vehicles may not have unnecessary parts, body panels, or other objects protruding from the car. This includes any camera’s, as they must all be mounted securely inside the bodywork of the car. Absolutely no cameras mounted onto helmets either.
- 5.9.2** Antennas are allowed on the exterior of the car for radios, telemetry and other communication needs, but must point upwards, and be mounted either onto the roof, or behind the driver. Antennas may not protrude sideways beyond the bodylines of the car. If any antenna is deemed to be a risk to anyone in the pits, on track, or in the paddock, you will be asked to relocate or remove the antenna.
- 5.10 INTERIOR FLUID LINES** - Fuel, Oil, and Coolant Lines that pass through the interior of the vehicle must be encased in metal piping/conduit (flexible conduit or steel braided line is acceptable). It is recommended that OEM lines also be encased. Please note duct tape, aluminum tape or any other metalized tape is not acceptable. Coolant in the vehicle may only be water or Water Wetter®.
- 5.11 FIRE WALLS** - Fire Walls must be void of any holes or openings. All holes need to be sealed and patched with metal (welded or riveted). Rear and mid-engine cars must also have a firewall-type barrier between the engine and cockpit (OEM glass or metal). Again, ALL holes must be patched and sealed. Any hole not properly blocked off in the event of a fire can cause it to become like a blow torch.
- 5.12 FUEL SYSTEMS** - Fuel Systems can be the vehicle’s OEM gas tank (with venting) or an aftermarket SFI (28.1, 28.2, or 28.3) or FIA (FT3-1998, FT3.5 or FT5) fuel cell (such as PYROTECT, ATL, Jaz or Fuel Safe) that is properly vented and with a fuel bulkhead. Leaks, damage and worn out parts will not be tolerated with fuel components as they are a major safety issue.
- 5.12.1** Total system capacity is 24 US Gallons or 91 Litres. Total system capacity means fuel cell(s), auxiliary tanks, surge tanks... all of it.
- 5.12.2** To prevent fuel spilling immediately after a fuel stop (full tank) it is highly recommended that fuel cell vent lines use discriminator valves and extend as high as possible (preferably almost to the roof) and must terminate lower than the bottom of the fuel cell (in case your car is on its lid and the safety valve fails). Caution must be used when determining an exit location for fuel vent lines. They must not terminate or be near exhaust and other hot items on the car. Be mindful of what is upwind, downwind and below the fuel vent to ensure excess fuel doesn’t come into contact with ignition sources. An immediate black/meatball flag will be issued to a car the moment we can confirm it is dropping fuel (or

any fluids) on track. You will not be allowed back out until it is rectified to our satisfaction. If the issue reoccurs, you may be subject to further penalties.

- 5.12.3** Inline surge tanks can have a maximum capacity of 0.5 US Gallons (1.9 Liters). A surge tank is defined as any device or container that is upstream of the main fuel tank.
- 5.12.4** In open cockpit cars fitted with fuel cells (e.g., hatchbacks, wagons, etc.), a full bulkhead must separate the driving compartment from the fuel cell and its attached tubing. The purpose of this bulkhead is to prevent a fuel fire flash from reaching and scorching the driver. Please consult with Enduro Elite Technical & Safety Directors on any questions at chuck@enduroelite.ca sending pictures if necessary. Each vehicle is unique and we're here to work with you to determine a workable and safe solution.
- 5.13 BATTERIES** - Batteries must be securely mounted with proper hardware. Terminals and other exposed hot/live areas are to be covered with an appropriate insulating material. Batteries installed in the cockpit must be contained and properly secured in a marine type battery box.
- 5.14 EXHAUST** - Exhaust Systems are open, however, vehicles must meet track noise guidelines and be no louder than 92 dB (50 feet from track).
 - 5.14.1** Exhaust piping must be leak-free and routed away from any part of the fuel system and tank.
 - 5.14.2** The exhaust must exit behind the driver's seating position and main hoop of the roll cage.
- 5.15 Chassis Electrical** – Open.
- 5.16 Engine & Drivetrain Swaps** - Engine swaps are permitted. Creative engineering and ingenuity are welcomed and encouraged! Keep in mind those upgraded ponies could bump you up a class.
- 5.17 Radiators** – Open. Aftermarket radiators and cooling systems allowed. Coolant in the vehicle may only be water or WaterWetter®.
- 5.18 Air Filters/Induction/Air Metering** – Open.
- 5.19 ECUs & Tuning** – Open.
- 5.20 Aero Enhancements.** No aerodynamic improvement penalties. That's right, open aero!
- 5.21 Brakes** - Brakes are open, including aftermarket rotors, calipers, pads, pedals, and master cylinders.
- 5.22 Suspension/Shocks/Struts/Springs** – Open. Springs may be cut. Shocks and struts are open as are adjustable control arms, bushings and sway bars. Altered suspension geometry including shimming, cam bolts, spacers etc. is allowed.
- 5.23 Driver Comfort** - Open, including data acquisition equipment, tilt column, trick switch panels, fancy gauges and driver cooling systems.
- 5.24 TRANSPONDERS** - Transponders are required (Model AMB 260X, X2, TR2 or similar). We do not rents transponders.
- 5.25 RADIO COMMUNICATION** - Radio communication has become a mandatory requirement. We believe it is needed for two reasons. 1) When a driver is in a race car for up to two hours, you should be able to check-in on that driver when needed. 2) Sometimes it is important for Race Control to get a message to a driver by asking their pit crew to relay information to the driver for us.
- 5.26 IN CAR VIDEO** - The minimum is one (1) forward facing camera, however, we recommend a 360-camera or two (2) cameras (front and back), in case Enduro Elite needs to review it for any reason. If you have an incident on track and do not have footage to provide to Enduro Elite, the Race Director or Race Control will be forced to judge your on-track intentions and maneuvers based solely on the calls received from corner marshals and you may serve a penalty immediately without any further consideration. Basically, if you can't show us the proof, you have no case.
Tip: Using "Power banks" for your camera may work better than charging from your car's 12v. If video is requested by Enduro Elite and not provided by the team prior to race finish, any penalties awarded will be in the form of penalty laps will be subtracted from the results. Failure to provide video means you receive a guilty verdict and receive a penalty. It would be handy to have multiple SD cards in case you need to swap them during a pit stop.

- 5.26.1** Any and all cameras must be mounted securely **to the car** and within the area defined by the bodywork, windshield, rear windshield, and windows. Cameras or their mounts may not protrude from the exterior of the car.
- 5.26.2** Only purpose-built helmet cameras such as Cambox are allowed. No externally mounted cameras.
- 5.26.3** Teams must keep multiple memory cards or storage devices so a replacement is always handy if we request any footage.
- 5.26.4** If you would like to submit footage for review/protest, please notify the Race Director or Race Control before the end of the race. Then, promptly get the footage submitted for review as soon as possible.

6. EXTERIOR CAR SAFETY & GUIDELINES

- 6.1.1** Windshields of some sort are mandatory provided they are strong and can withstand being hit by something kicked up on the track. Keep your OEM windshield or feel free to replace it with polycarbonate (Lexan™) or a sturdy steel mesh system, though you might miss those wipers. Acrylic (Plexiglass®) is not acceptable. Windshields should be free of cracks, but depending upon the degree of a crack, Tech will determine if you will be allowed to race with it or not. If it's questionable, contact chuck@enduroelite.ca
- 6.2** Window and Rear Glass Guidelines. Glass is allowed (but must be covered by clear packing tape **or some sort of laminate film**) except in the Driver and Passenger doors (glass must be down or removed). If the vehicle is a 4-door car, the rear doors may have glass. Rear window glass is allowed (if taped properly). Polycarbonate (Lexan™) and Acrylic (Plexiglass®) are also an acceptable replacement for rear glass.
- 6.3** Doors, Hoods & Fenders are mandatory. Hoods are required to be securely attached to the vehicle via OEM latches or a reinforced hood pin solution.
- 6.3.1** Added exterior structural embellishments such rub rails, fortified bumper bars, cowcatchers or similar are not allowed as this is non-contact series. You shouldn't need that stuff. The Technical Director has the discretion to allow vehicles to compete that are missing bodywork, including hoods, due to damage suffered during the course of an event.
- 6.4** Sunroofs, T-Tops & Convertibles are allowed under the following conditions.
- 6.4.1** No glass or Lexan sunroofs. OEM sunroof panels, solid metal, or window nets must be used to cover any sunroof opening and be securely attached.
- 6.4.2** For open cars with T-Tops or convertibles without properly secured nets will require arm restraints (bring them to Tech Inspection). Drivers arriving at Pit Out without arm restraints will not be released.
- 6.5** **Teams are required to run the full Enduro Elite Decal Kit in order to compete for any podium/points.** Kits are available at tech inspection or email chuck@enduroelite.ca to get a kit shipped to you.
- 6.5.1** Car Numbers can only be reserved while registering for your first event of the season (first come first serve). Single, double & triple digits are allowed. All supplied number panels must be applied where specified.
- 6.5.2** In the event you arrive with a number that is already reserved by another team, you will be responsible for changing or altering your car's number. Numbers are reserved on a first come first served basis. If you don't want to add a big "1" to your beautiful paint job numbers, make sure to register early to reserve your desired number promptly.
- 6.6** Mirrors are mandatory; at least one interior mirror (OEM or a panoramic type) and one driver side mirror are required.
- 6.7** At least two (2) functional Brake Lights are required, and ideally one mounted on the vehicle rear above a potential strike zone (as not to be broken during an incident). Brake lights that are too dim or working intermittently will be deemed non-functional and must be repaired before being allowed on track.

- 6.8 One (1) rain light is mandatory. Rain lights should be mounted on the rear of the car and be high enough that they are visible from another car. Any car with a non-functioning rain light will receive a black or meatball flag immediately if/when it starts to rain or visibility worsens.
- 6.9 Tow Hooks/Straps are mandatory in both the front and rear (3-inch opening recommended to accommodate a tow strap), constructed of materials that are capable of pulling the weight of your vehicle that could be stuck in mud or worse, a guardrail. **Note: If you are being towed, always apply a small amount of brake pressure to keep tension on the strap that is pulling your car.** Failure to do so may cause slack to build in the tow strap that can then either pull your tow hook out or you may run over it causing the strap to break.
- 6.10 Tires/Wheels. There is no "Spec Tire", however, **Tires must have a UTQG treadwear rating of at least 180 or higher and be DOT legal.** No restrictions on wheels. All vehicles must comply regardless of Class as it is the primary speed control measure implemented by this series.
- 6.11 All teams **should** be running a maximum tire width of 255. Wider tires can be used, but any team running 255 or larger tire width will receive additional scrutiny during technical inspection regarding the cars performance.
- 6.11.1 Teams caught running non-approved tires may face disqualification, ejection from their class, and are subject to the discretion of the Race Director.
- 6.11.2 For Solo class only, tires are open and slicks may be used.
- 6.12 If the race director or tech inspector feel a car is overprepared for our field of cars, that vehicle may receive a balance-of-performance in the form of penalty laps applied (along with a their own breakout time) at the beginning of every race until sufficient "detuning" can be proven. This keeps things fair for everyone and a podium still within reach for everyone.

Final Word. All cars are subject to discretion during Technical Inspection and the approval of the Race Director.

7. DRIVER SAFETY – All driver safety gear may be subjected to inspection to ensure compliance with the requirements and to make sure the gear is operational and in good shape. Certification labels must be legible, attached and in one piece.

- 7.1 **Helmets** - Driver's Helmet **must be a full-face** Type SA (sports application) helmet, **Snell SA 2015 or SA 2020** in good condition. No Snell M (motorcycle) or Snell K (karting) helmets allowed. A functional, closing visor must be intact; use is recommended but optional. The visor is required for fueling involvement or when on hot pit lane and the gas cap is removed.
- 7.2 A Head & Neck Restraint System is mandatory for all drivers, such as an SFI 38.1 or FIA 8858-2010 (HANS®, Leatt® NecksGen® etc.).
- 7.2.1 **The Head & Neck Restraint System must have been manufactured or recertified within the last ten (10) years (2015 and up).** No foam donuts!
- 7.2.2 Drivers are permitted to share a Head & Neck Restraint.
- 7.3 Racing Suits can be any age but must be in good condition with no rips/holes, a valid SFI (3.2 A/1, A/3, A/5, A/10, A/20) or FIA (8856-2000 or 8856-2018) certification. Suit may be single or two-piece.
- 7.3.1 Single-layer SFI 3.2A/1 or 3.2A/3 suits and multi-piece suits must also be worn with SFI (3.3) or FIA (8856-2000 or 8856-2018) certified fire-retardant underwear (e.g., Nomex or Carbon-X). While single layer suits (with underwear) are allowed, they are discouraged and the use of a multi-layer FIA or SFI 3.2/A5 or higher is highly recommended. Multi-layer suits can be worn without underwear, but we highly recommend wearing everything.
- 7.4 Fire retardant socks, shoes, and gloves are required, must be SFI (3.3) or FIA (8856-2000 or 8856-2018) rated and must not have any rips or holes. No polyester, cotton, etc.

- 7.5** Balaclavas/Head Sock/Helmet Skirts are strongly recommended but not required unless you have facial hair or long hair that is not covered by your helmet (applies to men & women). SFI (3.3) or FIA (8856-2000 or 8856-2018) required.
- 7.6** Arm Restraints are required for those vehicles with an open top, convertible or T- tops. SFI (3.3/5) or FIA (J253.11 SCTA 3.D.3)

SFI and FIA Accepted Standards for Safety Equipment: Driver Gear

Category	SFI Spec	FIA Standard
Helmet	Snell SA 2015, SA 2020	8860-2018, 8860-2010, 8859-2015, 8858-2010
HNR / Hans	38.1	8858-2010
Balaclava*	3.3	8856-2018 or 8856-2000
Suit	3-2A/5, 10 or 20, 3-2A/1**, 3-2A/3**	8856-2018 or 8856-2000
Gloves	3.3/5	8856-2018 or 8856-2000
Under Layers / Tech Layers***	3.3	8856-2018 or 8856-2000
Socks	3.3	8856-2018 or 8856-2000
Shoes	3.3/5	8856-2018 or 8856-2000
Wrist/Arm Restraints****	3.3/5	J253.11 SCTA 3.D.3

* Balaclavas or helmet skirts are not required, unless the driver has facial hair, or long hair that would extend out of the bottom of the helmet. Though they are not required for everyone, they are highly recommended.

** Single layer suits, suits rated to SFI 3-2A/1 or 3-2A/3, and multi piece suits (e.g. separate jacket and pants) are required to be worn with fire resistant SFI 3.3 or FIA (8856-2000 or 8856-2018) underlayers.

*** Underlayers or Tech Layers are highly recommended but not required unless the driver has a single layer suit. See above table Category "Suits" and table note ** for details.

**** Driver's only require Wrist/Arm Restraints in vehicles with open tops (Convertibles, T-Tops etc.) that do not have a hard top, or approved netting (see Window Netting above).

8. FUELING - Safety is high priority for Enduro Elite and during fueling is no exception. Fueling can be one of the most dangerous times during a race event. Fuelling is defined as any time where a fuel jug is over the wall or the gas cap is open or off. Fuelling is over once the gas cap is back on the car securely, the drip tray has been removed and all fuel jugs have been put back over the wall.

8.1 All fueling pit stops must be time-managed by the team for themselves and must be observed in the tower as "Class breakout + 5min". Using a breakout time of 2:00 as an example, timing and scoring **must** observe a 7:00 or slower lap time for the entire "pit stop + in lap" or "pit stop + out lap" depending on which side of the pit loop (which will be marked by flags and/or pylons) you are pitted on in pit lane. If any team releases themselves early they will be black flagged for a drive through + the time difference. Excessive lifting or staging around the pit/track loop will be penalized.

8.2 All fueling must take place in pit lane where our marshals can keep watch. Any team that is caught refueling **a hot race car** in the paddock without a marshal/extinguishers present will be disqualified.

8.3 Cars can be fuelled with non-leaking five (5) or eight (8) gallon racing fuel jugs. Dry break systems are allowed. No fueling from a motorized pump or at the track's on-site fueling station with a hot race car.

8.4 Cars must come to a complete stop in the pit stall before fuel jugs, tools, etc. are brought over the wall. No staging of fuel jugs over or on the wall. Only one (1) fuel jug over the wall at one time. If there is a person simply lifting fuel jugs over the wall (and is within 10ft of the point of fueling) that person must also be in full Nomex.

8.5 The kill switch must be turned off during fueling.

8.6 ABSOLUTELY NO WORKING ON THE CAR while it is being fueled. No checking or adjusting tire pressure & temps, cleaning windows, cool suit maintenance, GoPro camera adjustment, etc.

- 8.7** Fueling crew members must all be wearing full safety gear (like the driver), including a helmet with a closed visor (OK if fueling helmet is expired).
- 8.7.1** At least one fueling crew member must be solely focused on managing a 10 lb. ABC extinguisher (minimum size) by directing it towards the fueling point, facing oncoming traffic (but also at an angle/position that would blow flames AWAY from both the driver and fueler should something happen) and standing between 8 to 12 feet from the vehicle, dedicating full attention to the task at hand (not allowed to handle any fuel jugs).
- 8.7.2** If the gas cap is off or fuel jugs are present, no more than five (5) team members (in full gear) can be over the wall including the driver. We recommend that teams have dedicated fueling gear, especially gloves. Fuel spilled on your fire suit, shoes, gloves, etc. is a safety issue once you are back in your race car. Dedicate some old gear to fueling-only.
- 8.8** Drip pans are mandatory to catch any overflow or spills. They must be an adequately sized, sturdy, fuel-compatible catch pan that can accommodate at least one (1) gallon (with the sides at least 2.5-inches). Be mindful of where you place the drip pan during fuelling. Sometimes it is necessary to use multiple drip trays depending on the placement of your fuel venting. If more fuel is dripping onto the pits/paddock ground than into your drip pan, you need to move it to a better location or re-think your fuelling technique.
- 8.9** Fuel and fluid spills are your responsibility to clean up immediately in hot/cold pit lane or the paddock. Please keep broom/dustpan and kitty-litter/absorbent handy. Failure to effectively clean a spill will result in a 1 minute penalty.

9. Technical & Safety Inspection

Registration at the track is traditionally on Friday afternoon/evening prior to race day. Event-specific information and schedules will be sent via email to our members list (if you purchased an annual membership, you are on it) a few weeks prior to each race. If the race week is approaching and you have not received any emails, check your junk folder or contact chuck@enduroelite.ca

- 9.1** Car Technical Inspection. Only one team member is required to be with the car. A staff member from Enduro Elite will go over our Technical/Safety Form with you and confirm the legality and safety of your race car. Once completed, you will be issued a Enduro Elite Tech Inspection approval sticker to be placed on the vehicle. Tech inspection is mandatory once per year at your first event. If you have championship points and intend to compete for it, do not make any changes to your car. Our tech inspectors will be doing secondary inspections throughout the season at random and if your car does not match our first-inspection form, your team may be placed in a different class for the remainder of the season or disqualified from the championship. It's OK to change your car between races, but not if you're serious about the championship.
- 9.2** If any upgrades are made to a race car after it's first tech inspection which replaces safety equipment or alters a cars performance, that car must go through tech-inspection again at the next event to confirm safety compliance and discuss championship points.
- 9.3** All drivers must check-in at the first race of the season to receive their helmet tag which gets placed on the left side of the helmet.
- 9.4** Everyone on the property for the event must sign the Enduro Elite liability waiver form prior to entering the property (typically sent around in mass emails or found on the website).
- 9.5** Transponders are required (Model AMB TR2, 260X, X2 or similar). Enduro Elite does not rent out transponders and teams are required to have their own.
- 9.6** Gear Check: Every drivers suit will be inspected at their first race of the season to make sure they possess and use in-date and properly maintained equipment race suit and neck restraint.

- 9.7 Enduro Elite reserves the right to randomly inspect any suit at any time during the weekend if we suspect a suit is compromised. If a suit fails inspection (things like rips, holes, expired items) the driver will be removed from the event and the team may be disqualified from the race.
- 9.8 Enduro Elite novice training specialist Patrick Alex will be hosting a MANDATORY orientation meeting (for ALL new drivers and pit crew) prior to every 2025 event weekend. Day/Times for these meetings will be announced in a supplemental information email prior to each event.
- 9.9 In the event that your car requires or receives significant repairs in the pits or paddock, your car must be looked over again by Enduro Elite staff to make sure the repairs have been done safely.

10. RACE DAY

Each race day begins with a brief but informative mandatory Drivers' Meeting (8:00am) before our race (9:00am) begins on-track. Keep in mind that during the race, we will be closely tracking each team's performance to make sure they perform within their Class via the MyLaps timing system. Classes in 2025 include GT1, GT2, GT3. In the event the car count is limited for a Class, Enduro Elite reserves the right to combine these cars with another Class.

- 10.1.1 A Call to Grid occurs approximately 15 minutes prior to the start of the race. No gridding the night before. We ask that cars safely assemble on hot pit lane, lined up IN SINGLE-FILE as we use a single-file rolling race start. All drivers are to be securely strapped into their vehicles, wearing their necessary safety gear. If we are calling on cars to grid up and your driver is not strapped in with the motor running and ready to roll, we will simply move on to the next team and you will lose your grid position. If you are new and do not feel comfortable with the idea of a race start, feel free to start at the back and let a pit marshal know.
- 10.1.2 Green Flag will be dropped after a parade lap (lead by a pace car) to confirm we are receiving a transponder ping for all cars. The official Start Time is when we actually drop the green flag.
- 10.1.3 In the event that a pace car is needed. A pace car will be sent out to collect the field quickly with no concern about where the leader is, the pack will be considered "locked in place" until the race resumes again. All cars on track are to form a single file line behind the pace car. During track cleanup Pit-In is open at all times and work can be done on vehicles, however until track cleanup is finished, Pit-Out will be closed until the pack has passed Pit-Out. At that time, cars will get released behind the pack. Pit-Out will re-open prior to green flag but after track cleanup is finished.
- 10.1.4 Checkered Flag will be dropped at the designated schedule end time (usually 5pm) regardless of when the green flag is dropped or any unforeseen race breaks, postponements or red flag incidents. If teams take a while to line up and the green flag drops at 9:15am (with a designated finish time of 5pm) the race will end up being 7hr45min total.

11. WHAT TO EXPECT

- 11.1 Awareness. All drivers are expected to drive a clean and safe race, providing the necessary space to other cars trying for the same racing line.
- 11.2 Driver Stints are to be a maximum of two (2) hours and we watch this closely via the MyLaps timing system. You can drive shorter stints, but 2 hours (120 minutes) is the max.
- 11.3 A driver can drive multiple times per day but must have a 60-minute break between driving stints.
- 11.4 Pit Stops/Driver Changes & Fueling are allowed at any time (except during a Red Flag or Black-Flag-All situations)
- 11.5 **Mandatory fueling stop (including the in/out lap) is "Class breakout + 5min" (See Section 8. Fueling)**
- 11.6 Pits stops that do not involve fuel, have no time requirement
- 11.7 All fueling is to be completed on pit lane so marshals can keep an eye on safety procedures.
- 11.8 All vehicles must obey the 40kph pit lane speed limit

- 11.9 All vehicles must obey the 10kph paddock speed limit
- 11.10 This is amateur racing. **Should you see something on track that you feel is unsafe, please report it immediately to our pit marshals so we can investigate and take action if necessary.**
- 11.11 Cameras/Drones must abide by both Enduro Elite and track regulations. Cameras are allowed to be mounted to the interior of the car, but never on the exterior. Helmet cameras are not allowed. Drones require prior approval via proof of license and insurance.
- 11.12 Blend Lines. When entering the track from Pit Out, it's imperative that you observe the blend line (do not cross it early) and oncoming traffic to safely enter onto the track.
- 11.13 When leaving the track and entering Pit In, it is very important that you stay on the side of the track and avoid having to cross the blend line. Cutting the track last minute and/or crossing the blend line will result in a penalty.
- 11.14 In the event you end up off track, please wait and carefully re-enter the track when there is a break in traffic.
- 11.15 If your car has a mechanical failure on track, safely pull off the track if possible and try to make eye/hand waving contact with a nearby corner station to let them know you are OK, and to verify that they see you. Safety/Rescue will be notified and dispatched. Do not get out of the car, unless you believe it's on fire. Do not remove any safety equipment or loosen belts on a hot track. It is still possible for other cars to make contact with you.
- 11.16 Working on a Car on Pit Lane is allowed but is limited to 30 minutes. If you must change an engine or similar, please pull your car into the paddock area. Any time you are working on your car with a jack, jack stands are ALWAYS required. One jack stand for each corner of the car off the ground.
- 11.17 Fatigue/Hydration is a very important. Racing is an exhaustive sport and you can easily become fatigued and dehydrated. If you feel tired, thirsty, faint, dizzy, nauseous, hot, cold, etc., pull in to the pits. If it's a real emergency, safely pull off track and get the attention of a corner worker. We will send EMS to you quickly. **Please do not get out of your car or remove your safety equipment on a hot track unless you believe the car is on fire.**
- 11.18 Track Damage unfortunately can happen. Please be advised that your team will be held liable for the cost of this damage and its repair. If Enduro Elite gets a track damage invoice, we'll be passing the cost along to you.
- 11.19 Pit Vehicles/Pets/Children need to be very closely supervised. Children under the age of 12 and pets are not allowed on cold pit lane AT ALL. Pit vehicle guidelines are governed by track regulations and must be driven by someone of at least 16 years of age and observing the 15km/h paddock speed limit.
- 11.20 Alcohol is not allowed anywhere while the track is hot.
- 11.21 No fireworks. No smoking on pit lane. No smoking within 20 feet of any source of highly flammable fuel (propane, gasoline, fuel vapors, etc.).
- 11.22 BBQs/Heaters. BBQ's are generally allowed in the Paddock area by most tracks (and not in the garages), provided all BBQ's are supervised at all times and a fire extinguisher is handy.
- 11.23 Electric, propane or kerosene heaters within the "cold" side of the pit wall are allowed provided all heating elements or flame sources are directed away from any flammable material and are kept a minimum of 20' from any fuel.
- 11.24 Weather. Regardless of weather, we race! OK, not if there are tornado warnings in the area or a foot of snow. Should the weather turn viciously unsafe, Enduro Elite will either postpone the race until the weather clears or cancel the event.
- 11.25 Penalties. All penalties, and their duration, are at the discretion of the Race Director or assigned Enduro Elite staff. If you feel a penalty was unfair, please discuss it with the Race Director immediately.

It is our mission to create better drivers out of all of us. We will black flag you and bring you in for a chat if we feel (based on radio-feedback, video evidence, or Corner Worker chatter) that you are somehow being

dangerous. The Race Director will hear your side of the story and ensure you are not fatigued, dehydrated, etc. We may give you some advice and send you back out or the Race Director may also request a driver change should fatigue or “red mist” be a factor. Should a team want to protest a black flag, they must notify race control (via a pit marshal) prior to the end of the race.

In the event of contact where the Corner Workers absolutely confirm that a team was not at fault, we will only bring in the offending driver. But if the Corner Worker could not tell who was at fault, both cars will be black flagged, we will listen to both stories, and may request video footage. The Black Flag Steward has radio contact with the Race Director and will inform you if a penalty is to be applied to the offending driver/team.

12. PENALTY GUIDELINES:

If video is requested by Enduro Elite and not provided by the team prior to or immediately following the checker flag, any penalties will be subtracted from the race result. **Failure to provide video means you receive a guilty verdict and receive a penalty.** It would be handy to have multiple SD cards in case you need to swap them during a pit stop.

12.1 Fueling/General Violations on Pit Lane - Any infraction observed on hot pit lane will be penalized **(without warning)**. Examples include but are not limited to visors being up, doing work to the vehicle, kill-switch being in the “on” position, **spilling excessive amounts of fuel.**

12.2 Pit Lane Speed - Our pit lane speed at Enduro Elite is 40km/h (approx. 2000rpm in second gear depending on the vehicle).

12.3 On-Track Etiquette and Penalties - Any time a black flag is displayed, the car must immediately report to the Black Flag Steward.

12.4 Contact:

1ST offense – Immediate review by Race Control. Team may receive a penalty and/or a driver change may be requested (depending on severity) in which case the driver must report to Race Control within 30 minutes of getting out of the car. **Any contact will result in points being deleted for that race and not counting towards the championship.**

2ND offense – Driver suspension. Length of time determined by severity of incident.

In the event of contact, if the corner workers can say with certainty who the offending driver was, only that team will be brought in for a penalty. Otherwise, both teams will be brought in so we can hear both sides of the story and make our own decision.

12.5 Passing Under a Yellow Flag Condition - One (1) infraction for each car that was passed. If you give the position back **(by pulling to one side of the track, slowing down a bit and pointing by the car to make it clear you are giving your spot back)** **within one (1) lap of the infraction, we will not flag you in.**

12.6 Passing a Car Within an Unsafe Proximity (approx. 100 meters) to Emergency Vehicle (EV) - You must be passed the incident AND have a clear view of a green flag before resuming racing. Remember, safety crews don’t have roll cages.

12.7 Ignoring or Not Paying Attention to Flag Stations - It is very important that you always pay attention to flagging stands. Regardless of which flag we are trying to show you, it is very important that you see it immediately and react accordingly.

12.8 Failure to properly obey Red Flags - Immediate driver change and interview in Race Control.

12.9 Blocking - One (1) infraction for each offense.

12.10 Dive Bombing into Corners and Other Aggressive/Unsafe Actions - This is endurance racing, there is no need for risky moves. Be smart and make the safer pass. Should the corner workers view a pass to be “dive-bombing” or driving too aggressive, you will receive a penalty. **Your front wheels should be aligned with the car you are trying to pass at the turn-in point,** or it may be seen as a dive-bomb.

12.11 Track Limits - Enduro Elite does not allow repetitive 2-wheels off or 4-wheels off.

1st time – You’re learning, don’t do it again.

2nd time – You're black flagged. Pull into the pits.
12.12 – Going 2-wheels off track to complete a pass.

Many penalties will result in deletion of laps. Others will be served at Pit-Out. One lap must be completed prior to doing any fueling, driver changes, or work to the vehicle.

Teams who self-report to the Black Flag Stewards (If you do have contact, pass under the yellow, etc.) will have that detail considered when determining your penalty. Do the right thing and get rewarded.

The Enduro Elite Race Director, Chief of Timing & Scoring, Race Control & Chief Steward have final word on all cars, people, and rules. We reserve the right to disqualify (DQ), ban or suspend a team, driver, associated guest, crew member or spectator from any race or event weekend.

13. DRIVER ETIQUETTE / "UNSPOKEN RULES"

While all rules are enforced equal across every class, Enduro Elite does take a higher level of scrutiny with the faster classes when it comes to driver etiquette. We might be more quick to request things like a driver change if we feel the drivers experience level does not match the potential speed of their car.

No Contact! If a car has contact, points accumulated during that race will not count towards the championship.

- 13.1 Point-By's are encouraged. This makes passes easier when acknowledgement is given.
- 13.2 Use the entire track width. Driving center lane will be viewed as blocking.
- 13.3 It's every driver's responsibility to know what's going on around them at all times!
- 13.4 Know your surroundings and give space when needed. "Hold your line" does not mean faithfully take the true racing line even though you see a MUCH faster car in your mirrors. For more information [click here to read an article about The Vortex of Danger](#) and [click here to watch a Youtube video hosted by Randy Pobst](#)
- 13.5 **You only earn the right to racing room into a turn if your front tires are aligned with the car you are trying to pass before the turn-in point,** otherwise the trailing car is expected to back off and follow or it may be seen as a dive-bomb which may get you a penalty. Keep in mind that in endurance racing it is beneficial to make your passes at the exit of the turn instead of the entry. Easier on the car and easier on the drivers.
- 13.6 Whoever is ahead at corner entry owns that corner unless cars are side-by-side in which case both cars adjust speed and give room but continue racing until one car is clearly ahead.
- 13.7 **Racing room is defined as minimum one (1) car width plus six (6) inches** to the edge of the paved surface.
- 13.8 Your car should be under control at all times. It is not your corner if you didn't arrive there safely.
- 13.9 If you aren't fighting for position (on the same lap) don't take unnecessary risks. It does not matter if you're in the same class as the car trying to pass you. You could make a mistake and take out the leader.
- 13.10 **All drivers must try to achieve minimum 1 car length of a gap before moving back onto the racing line after making a pass. Until 1 car length is achieved, it is considered side-by-side racing and sufficient space for both cars must be provided**
- 13.11 It is your duty as an Enduro Elite driver (or crew member) to help correct any issues you see both on track or on pit lane. (In writing, delivered to the Race Director within 3 hours of the incident)

14. PROBATION

- 14.1 All new drivers are on probation for the first two races they compete in
- 14.2 After a driver commits their second offence (first offence for new drivers) that driver will be interviewed and reviewed for suspension.
- 14.3 During probation, Enduro Elite may randomly request that the driver deliver video footage of their driving stints for review by the Race Director.

15. UNDERSTANDING RACE FLAGS

Enduro Elite follows a “line of sight” rule with respect to corner worker stations and flags. The moment you have a “worker-occupied” corner station in your line-of-sight, you are to immediately observe and react accordingly to any posted flags. You are to obey the flag (if any) until you have a line-of-site to a “worker-occupied” corner station that is presenting a green flag **AND you are past the incident.**

GREEN – The race is on! (Race starts will be green all around and passing can start as soon as you see a green flag anywhere) Remember that the absence of a flag at a station also indicates green.

STANDING YELLOW – Localized incident off the racing line. Be aware and reduce to 70% of race speed. Do not pass or you will receive a black flag.

WAVING YELLOW – Possible danger on or near the racing line. Immediately reduce speed to 40% and do not make a pass on any other cars at this time or you will receive a black flag.

FULL COURSE YELLOW – Two yellow flags displayed at every occupied flag station. This indicates a scenario which requires the entire field to slow down. It is expected of the car leading the race at the time to slow down in order to bunch up the pack behind them until we can deploy the safety car. **All other cars must do their best to carefully catch up to the rest of the pack where possible.** During this time, no-passing and pit-out will be closed until the pace car and the entire pack have passed pit-out. After all cars have passed pit-out, it will briefly be opened and all cars will be released.

RED – Carefully and safely stop your vehicle (don’t lock up your tires, but do it quickly) on either side of the track (but not off the track). It’s possible there has been a significant incident and emergency vehicles must be able to pass. **STAY IN YOUR CAR AND DO NOT REMOVE ANY BELTS OR SAFETY EQUIPMENT. Never get out of your car on a hot track unless you believe your car is on fire or you are directed by a corner worker to do so.** No working on the car or fueling under red flag; continued work in the paddock is OK. If you are in the process of fueling when a red flag comes out, simply replace the fuel cap and step away from the car until the red flag is withdrawn.

WHITE – Indicates a slow moving or off-pace vehicle. If the vehicle is a race car, the white flag is simply an info flag, it is not required to receive a point by first. But if the white flag is for a pace car or emergency vehicle (EV), a wave-by is required before being able to pass them. White flags are often accompanied by a yellow flag indicating to reduce your speed.

RED/YELLOW STRIPES – Indicates there is debris of some sort on the racing surface; could be fluids or someone’s drivetrain. It’s simply an informational flag to inform you to be aware and on the lookout; usually displayed for two laps.

BLUE – This is known as the passing flag and is simply an information flag to let you know that faster traffic is approaching. Check your mirrors and (optionally) provide a point-by with hand signals. Both drivers are equally responsible for making the pass. If you are a class or two down compared to the car trying to pass you, it is expected of you to NOT hold up or create any additional danger for the car passing you.

BLACK WITH ORANGE OR RED CIRCLE – Often referred to as the “meatball” or Mechanical flag, this flag is intended to make a car aware of a possible mechanical issue they might not be aware of. If you receive it, simply pull into the pits on your next lap around, we will advise you of the issue and send you to your pit stall.

BLACK FLAG (OPEN) – This flag means that there is some issue with your driving. If you receive it, on your next lap around, pull into the pits where you will be advised by the Black Flag Steward of the issue and resolution.

BLACK FLAGS ALL-AROUND – Black flags are displayed at all corner stations indicating that we want all cars to

carefully return to pit lane and line up at Pit-Out to await further instruction. Driver changes/refreshments are allowed however **no working on the car and no fueling**. Pit lane will open for fueling/maintenance again after all cars have gone back out and completed a minimum of one (1) lap under yellow/green flag.

CHECKERED FLAG – Congrats. We all survived, the race is over and now the bragging begins!

16. WHO WINS WHAT is determined by the team with the greatest number of laps (regardless if the car is still running or not) within their Class at the end of the race as tracked by the MyLaps timing system (penalty/bonus laps applied as required). Upon the checkered flag, the top three (3) cars from each class will pull into the Winner's Circle to celebrate and allow spectators to view cars up close and meet the teams (no impound period). Award ceremony is held immediately following the race. Awards are issued to the top three (3) cars from each class, there MAY also be some extra prizes on top.

17. LIVE TIMING Live timing will be available online via www.race-monitor.com and/or <http://racehero.io/.official> on your mobile device. Live timing is always running during all races. It is important to note that live timing apps like Race-Monitor frequently have glitches and may not be accurate, therefore, live timing apps are for reference only and are not official results. We have a timing person regularly checking on our end for accuracy and making corrections if needed.

18. SCHEDULE/POINTS/CHAMPIONSHIP

(see online registration for more detailed information about each event)

Event 1 – Shannonville Motorsport Park – April 25/26/27

Event 2 – Canadian Tire Motorsport park – July 5/6

Event 3 – Canadian Tire Motorsport park – Sept 6/7

Event 4 – Shannonville Motorsport park – Sept 26/27/28

Points in 2025 will be awarded at a rate of 1 point per lap completed during the race (for all cars regardless of finishing position) plus teams that are on the podium receive the following bonus points;

1st – 3 points

2nd – 2 points

3rd – 1 point

Only teams that compete in the entire 2025 season (with Enduro Elite decals applied) will be in contention for a championship. If your team gets faster over the season or slower because you picked up some greener drivers, understand that your vehicle may be classed differently at different races depending upon the venue, weather, competition, etc. In the event that a team collects points in more than one class, Enduro Elite reserves the right to review each case and decide if points should still be awarded in full, partially or at all. **If no video is provided and/or we suspect cheating, no points will be awarded.** Also keep in mind that if your team collects points in a certain class and then you show up to the next race with significant changes to your car, you may be put into a different class or removed from the championship.

If a car has contact with another car, points for the offending team will be deleted for the entire race.

19. BREAK OUT All teams are expected to stay within their class breakout time at all times. Any lap times better than the posted breakout time will result in 1 lap being deleted from that teams results. Enduro Elite reserves the right to change (or not change) any team classification at any time before/during/after a race if we suspect or discover things including but not limited to sandbagging, new drivers (skills) or other changes that may effect a cars performance. Times below are suggestions when considering your car-build, but times may be adjusted (and announced) based on weather/track conditions. If your car does not fit into the break out

times below but you would like to participate email chuck@enduroelite.ca to discuss a potential solution. GT2/GT3 cars will be bumped up to the next class if needed, however, GT1 cars that breakout are removed from the race results and following races until sufficient “detuning” can be proven at tech inspection.

Shannonville Breakout Times	Canadian Tire Motorsport Park
GT1 – 1:59	GT1 – 1:35
GT2 – 2:03	GT2 – 1:39
GT3 – 2:06	GT3 – 1:42

20. PROTESTS Competitors may protest a team if they suspect things including but not limited to excessive sandbagging or poor etiquette. A written petition with a \$100 fee is required, which gets refunded only if protest is accurate. Enduro Elite may then re-inspect the vehicle and/or request video footage (and any data collected) from that race to be presented by end of race day. If inspection/video/data shows any reason to believe the protest is justified, the team in question will have their class and/or points adjusted at the race directors discretion. If the team fails to present the requested data/footage by end of race day, that team may be adjusted or disqualified at the race directors discretion.

21. LAP TIMERS Lap timers are typically allowed if used for the purposes of trying to go faster. However, Enduro Elite reserves the right to disallow lap timers from any particular team for a weekend by removing the equipment or by placing gaffer tape on the screen. This will be discussed with the team prior to race start and a Enduro Elite-owned camera may also be strategically placed for post race review to confirm compliance.

22. VOLUNTEERS No experience required, we teach you as we go. If you’re interested, please contact chuck@enduroelite.ca specifying which event you want to attend.

23. SPIRIT OF THE RULES is an integral part of Enduro Elite’s philosophy and culture. The Enduro Elite staff is passionate about racing, we love it! We ask that you reciprocate the respect, collaboration and support that the Enduro Elite family is dedicated to showing you.

24. THE FINE PRINT “The Enduro Elite Series. Fueled by **Lucky Dog Racing Canada Inc**” is a loosely affiliated partner of Lucky Dog Enterprises LLC (a California Limited Liability Company dba Lucky Dog Racing League) and is a standalone Canadian incorporated entity. All Lucky Dog Racing League and Lucky Dog Racing Canada (and Enduro Elite) trademarks and flavors of Lucky Dog logos are the property of their respective owners and may not be reprinted, reproduced or used for any purpose without the consent of Lucky Dog Enterprises LLC and Lucky Dog Racing Canada Inc. and its owners. Schedule/Event Changes: Lucky Dog Racing Canada Inc (and Enduro Elite) reserves the right to cancel or change event dates, format, pricing, required number of drivers, schedule or purse/awards based on circumstances that are the beyond the control of the Lucky Dog Racing Canada organization, for any reason. This can include, but not limited to: Track availability & condition, weather, changes in track contract agreements, team entry count, and those situations we believe would not allow us to fully deliver a safe and/or complete race experience.

Loss/Damage/Injury. Enduro Elite is in no way responsible for any loss, injury or damage you sustain in the course of participating, driving, or attending one of our events. We do not provide for any type of medical or health insurance on your behalf; that is solely your responsibility. Nor do we reimburse you for any loss or damage to your car or other property, including the track facility or other’s vehicles or property. The rule set contain herein is subject to change at any time to accommodate industry standards/mandates, insurance requirements, and contractual track obligations despite our utmost intent to maintain a stable and consistent rule book.

Enduro Elite reserves to the right to record and/or broadcast (audio or video), photograph or document participation of any driver, crew or guest for promotional/commercial purposes without explicit permission or compensation (permission is granted by presence at the event) including and not limited to use on our website, Forums, social media, advertising, printed materials, merchandise, online promotion and media outlets (Internet, TV, radio, magazine, etc.).

For reference only. Your car must be checked annually by Enduro Elite staff when you arrive at the track.

Car Number
Team Name
Captain
Make
Model
Transponder #

	Item	YES	NO	N/A
General	Pit to Driver communications installed			
	Ignition lock removed or disabled			
	Enduro Elite Decal Kit applied			
	Interior fuel/oil lines are protected			
	Interior firewall holes are patched			
	Uncracked windshield			
	Driver/Passenger door glass removed			
	Doors/hoods/fenders exist			
	Sunroof metal panel, mesh or arm restraint			
	Car numbers are legible			
	Rear-view and sideview mirrors			
	1 rain light (mounted in a good place)			
	2 or more tail lights AND brake lights (sufficiently bright)			
	Cameras are securely mounted and tethered			
	No exterior cameras or helmet cameras			
	Tow hooks front/rear. Securely mounted.			
	Tires are 180TW or higher			
	Transponder mount properly located and installed			

Tire Size
(255+ tire? If yes,
discuss with RD)

Pits	Fuel jugs are not leaking and of good quality			
	10lbs ABC extinguisher			
	Drip pan of good quality and size			
	Broom/Dust pan/Absorbent to clean spills with			
Roll Cage	Main hoop and plates			
	Rear down stays and plates			
	Halo, front legs and plates			
	Hoop diagonal			
	Harness bar			
	Dash bar			
	Driver's and passenger door bars			
Seat	Purpose built racing seat			
	Grade 8 mounting hardware (6 lines on bolt head)			
	Sliders are high quality			
	Seat back brace (Not needed if seat/sliders are FIA-HOM)			

	Item	YES	NO	N/A
Belts	SFI or FIA still valid			
	Good condition			
	Shoulder (0-10deg) and Submarine (45-60deg)?			
	"Triple wrap"			
Belt Exp Date				
Fire System	Charged bottle - Fill date within 2yrs			
	Min. 2 nozzles. (2@driver OR 1@driver&1@engine)			
	accessible handle/sticker location			
Window Net	SFI or FIA still valid			
	Prevents arm extension outside			
	Properly mounted (to the cage, not the door)			

Window Net Exp Date

Kill Switch	Functional			
	Positive is insulated			
	OFF position clearly indicated			
Fuel Cell	SFI or FIA rated (rubber bladder only)			
	Professional/safe mounting and installation			
	Leak free fittings and proper venting			
	Bulkhead/firewall separating driver?			
Surge Tank	Capacity 24 gal or less			
	Professional/safe mounting and installation			
	Leak free fittings			
	Capacity 0.5gal/1.9l or less			
Battery	Mounted securely			
	Positive insulated			
Exhaust	Exits behind main hoop			
	Less than 92db at 50ft (using db. meter)			

NOTES
