



# OFFICIAL RULE BOOK

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# WELCOME TO REVOLUTION RACING LEAGUE

Revolution Racing League (RRL) is an endurance racing series hosting racing events throughout the Pacific Northwest. The vision of this series is to provide a setting for endurance racers that is safe, competitive, and fun. We have crafted a simple rule set that is intended to avoid the cumbersome and technical process of classing cars and legitimizing drivers. Our rules solely class the car; the individuality of drivers and their capabilities do not factor into car classing. Our racing venues will consist of known road racing circuits throughout the Northwest. The length of races will vary from event to event.

## CAR ELIGIBILITY

A wide array of cars are eligible to run with the RRL. Stock production four-wheeled vehicles originally intended for street use with an original VIN, but built as a racecar for road course racing, are all eligible. Factory produced race cars based on a production street use vehicle are also eligible. ***All years are permitted.***

Tube frame cars are disallowed. A car will be considered “tube frame” if the vehicle is essentially a tube chassis frame with sheet metal attached, missing the original inner fender wells (front and rear), missing the original firewall, and/or missing the original floor and trunk pan. If you question the eligibility of your car, please contact [tech@revolutionraceleague.com](mailto:tech@revolutionraceleague.com) with any questions or to obtain clarification on eligibility. **Exceptions may be granted on a case-by-case basis if a particular car falls within the performance and spirit of a specified class. If enough interest exists in a type of racecar which could formulate its own specific class, the RRL is open to considering eligibility for race cars that do not specifically meet the aforementioned criteria. If you wish to propose an alternate class with specific eligibility criteria, please contact RRL at [info@revolutionraceleague.com](mailto:info@revolutionraceleague.com).**

## RACE CAR SAFETY/REQUIREMENTS

**Roll Cage:** The roll cage shall consist of a main hoop, front hoop, side protection, and braces as specified by the SCCA in their rulebook. Seamless or DOM mild steel tubing (SAE 1020 or 1025 is recommended) or alloy steel tubing (SAE 4130 or T45), or Docol R8 tubing must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed. For specifics on roll cage construction contact us at [tech@revolutionraceleague.com](mailto:tech@revolutionraceleague.com).

**Seats:** The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, to provide fore/aft and lateral support. It must have a current FIA rating. A seat may be mounted to OEM or better seat sliders secured with OEM or Grade 8 hardware. If a seat is adjustable more than 3 inches from the harness bar it must have a rear support installed. Aluminum race seats must have 2.5 inch washers where they attach to any bracket or slider.

**Seat Belts/Driver Harness:** 5, 6, or 7-point racing harnesses with current FIA or SFI rating must be installed and used per manufacturer specifications (SFI valid 2 years from date tag). Webbing must not be stretched, cut, frayed or deteriorated from the weather. Sub belts and lap belts must be attached to structural members or bolted through the floor with 3" Dia. (minimum) backing washers or plates. Shoulder straps must be properly secured to the harness bar.

**Fire Suppression Systems:** RRL requires the installation of a legible current dated SFI 17.1 or FIA certified fire suppression system. Self-fill systems are not permitted. The activation point for the system must be clearly marked with a fire extinguisher "E Circle" decal available at Tech & Safety Inspection. Minimums are 2 nozzles directed at the driver, and at least a 2.25 liter bottle, with activation possible by driver in a fully-belted-in position. If the manufacturer instructions conflict with the advised 2 nozzles at the driver, install the system as recommended and instructed by the manufacturer. Service dates specified on the bottle sticker will be enforced.

**Window Nets:** These must be installed so that the driver's head or arm cannot extend outside the plane of the driver's window while seated. The net must not be expired (2 years SFI/5 years FIA). It must be secured to the cage and must be easily removed at the top using a quick release system. Do not attach the window net to the door. Arm restraints are an approved alternative and are required for open-top/convertibles.

**Kill Switch:** The kill switch location is open if it can be easily located and deactivated by the driver, crew member, or safety worker. The switch must isolate the battery from all circuits and must interrupt the ignition circuit. Positive terminals of the battery and switch must be insulated. A "Master Switch" decal with the universal "lightning bolt" and the word "OFF" must be displayed on the exterior as near to the switch as possible.

**Front and Rear Firewalls:** These must be present between the fuel cell/fuel tank and the driver, and between the engine and the driver. Any holes or gaps 1/4" in diameter or larger must be closed or sealed.

**Fuel System:** Fuel cells are allowed if properly installed and maintained. OEM fuel tanks are also allowed with proper venting. Fuel, brake or oil lines passing through the passenger compartment must be rigid metal tubing or steel braided. Fuel cells must be designed for automotive use. Fuel cells must be properly protected, plumbed and vented. Email tech@revolutionraceleague.com with any questions.

**Fuel Pump Out System:** Cars should be able to quickly and easily remove the contents of their fuel cells by having their fuel pumps wired to an auxiliary switch in the car enabling it to run independently. Having a “T” fitting in the fuel line close to the fuel rail to tap into will make fuel dump out and tech fill inspections easier and safer. **This will be mandatory for race cars with fuel capacity that exceeds the fuel limit of the car’s class (See BoP classing rules, Page 8).**

**Batteries:** They must be securely mounted with a proper hold down. Ratchet straps are not permitted. Terminals and other exposed hot areas are to be covered with an appropriate insulating material. Batteries installed in the cockpit must be contained in a properly sealed battery box.

**Exhaust Systems:** There are no restrictions, but exhaust systems must meet track dB guidelines which differ from track to track. Exhaust piping must be leak-free and terminate behind the main hoop of the car. It is recommended teams be prepared with supplementary exhaust components that quiet a car based on track limitations.

**Steering Systems:** Must utilize either an OEM or aftermarket collapsible steering column. Tilt functionality is allowed if it can collapse in the event of a front-end collision.

**Windshields/Windows:** Windshields of some sort are required. It can be an OEM windshield or Lexan™ polycarbonate. Glass is allowed except in the Driver and Passenger doors. Lexan™ is also an acceptable (and much lighter) replacement for glass. Plexiglass® is not acceptable. Windshields should be free of cracks. Windshield wipers and defrosters for rain races are recommended.

**Mirrors:** Cars must have a center rear view mirror as well as at least one driver’s side and one passenger side mirror. Rear view cameras and screens are allowed in cars that have no rear view out the center window.

**Sunroofs, T-Tops & Convertibles:** Allowed if the driver is wearing arm restraints.

**Car Numbers:** Numbers must be 8” or taller required on both doors. 4” high numbers (minimum) are required on the front and rear deck, bumpers or glass. All numbers, regardless of color and font, must be high contrast and very clearly legible and visible by track workers. Single, double & triple digits are allowed. Leading zeroes are allowed. Numbers must be illuminated during night racing.

**GoPro Cameras/Drones:** GoPro/SmartyCam cameras are allowed and must be mounted to the interior of the car. Helmet cameras that are attached to the outside shell of the driver helmet are not allowed. Internal helmet cameras or visor cams (CAMBOX cameras) that are contained in the helmet opening are allowed. Drones are not allowed unless specific authorization for use is granted.

**Tow Hooks:** Cars must have clearly identifiable front and rear tow hooks that are hard mounted to a bumper or other major structure that will support towing.

**Tire/Wheels:** The spec tire for the RRL is the Hankook RS-4. Tires purchased through Hankook Motorsports via the RRL website ([www.rrltires.com](http://www.rrltires.com)) are eligible for the RRL's tire contingency program. These tires will be branded with the RRL logo. Use of tires that are not branded, or branded for another series, is permitted for competition use. However, use of non-RRL branded Hankook RS-4 tires do not qualify for eligibility in the RRL's tire contingency program. There is no restriction on wheels eligible for use in competition.

**Engine:** Open. Engine swaps are allowed. Any engine can be fitted to any car so long as it does not protrude from the engine bay in a way that impairs driver visibility.

**Aero:** Unlimited.

**Brakes:** Unlimited.

**Suspension:** Unlimited

**Radiators:** Unlimited.

**Induction/Air Metering:** Unlimited

**Appearance Rule:** Race cars must appear straight and "clean" without excessive body damage from 50 feet away at 50 miles per hour.

## DRIVER SAFETY REQUIREMENTS

**Driver's Helmet:** Helmets must be a good condition full-face Type SA (sports application) helmet, Snell SA 2015 or newer. No Snell M (motorcycle) or Snell K (karting) helmets are allowed. A functioning, closing visor must be intact; use is recommended but optional, except for cars without windshields.

**Head & Neck Restraint System:** These are mandatory for all drivers, such as an SFI 38.1, FIA, HANS,<sup>®</sup> or NecksGen<sup>®</sup> system. Head and neck restraints must not be expired. Expiration of the device itself or the tethers will render it unusable in RRL race competition. Remember, the difference between SFI (2 years) and FIA (5 years) is applicable. For dual-certified units, RRL will accept the longer of the two certifications.

**Racing Suits:** Must have valid SFI or FIA certification. Suits must be in good condition with no rips/holes and may be single or two-piece. Drivers wearing a SFI 3.2A/1 or 3.2A/3 suit must also wear SFI 3.3 or FIA certified fire-retardant underwear. While SFI 3.3 underwear is still recommended to be worn with all suits, SFI 3.2A/5 or higher suits can be worn without SFI 3.3 underwear.

**Socks/Shoes/Gloves:** These are required and must be fire retardant and SFI 3.2A/1 rated or greater. Fire retardant socks are required. Fire retardant underwear is recommended but optional.

**Balaclavas/Head Sock/Helmet Skirt:** These are required and must be SFI 3.2A/1 or greater.

**Arm Restraints:** Required for vehicles with an open top/convertible or car with t-tops.

## TEAMS/DRIVER ELIGIBILITY

A RRL team consists of three or more drivers for a specific event. Each team must have a name, car number, and team captain. There is no limit to the number of drivers a team can enter into an event. Race fees are determined by car entry, rather than the number of driver entries per team. ***Drivers must meet the driver eligibility requirements listed below.***

The RRL welcomes drivers with varied levels of driving experience. We understand there is a wide array of driving experience amongst racers, and our goal is to accommodate the majority of racing drivers. However, driving experience on an open track is a requirement for racers in the RRL. The RRL accepts the following types of drivers:

- *Licensed racing drivers from any recognized sanctioning body such as ICSCC, SCCA, NASA, SVRA, etc.*
- *Drivers with racing experience in non-licensing series such as Lucky Dog, WRL, AER, ChampCar, Lemons, etc. The required racing experience for drivers within the non-licensing series is a minimum of one race driving stint in two separate races.*
- *Experienced drivers in High Performance Driver Education (HPDE)/Open Lapping events that have been hosted by a known and reputable HPDE organization. Examples of reputable HPDE organizations from the Pacific Northwest include Turn2, PCA, BMW CCA, Audi Club, Hooked on Driving, etc. \*An experienced HPDE driver generally means a driver who runs in either intermediate or advanced level run groups with the organizations mentioned above or similar\**
- *Racing drivers who do not meet the above criteria may qualify to race if they have limited driving experience. Novice-level racers or HPDE drivers may participate in the RRL novice school (held the day prior to the racing event during the established practice day) to qualify themselves to race in an RRL event.*

**DRIVERS WITH NO DRIVING EXPERIENCE ON AN OPEN TRACK DO NOT QUALIFY TO RACE IN THE RRL.** However, gaining this experience is easily accomplished by participating in two RRL Novice School/Practice days. After completion of the second practice day drivers will be eligible to race in RRL races that weekend.

Depending upon track regulations, RRL allows minors at least 16 years of age to race if they have two years of demonstrated/documentated racing experience (e.g., karting, quarter midgets, etc.) A special approval from RRL's insurance carrier is required. Please allow two weeks for approval. All drivers under the age of 18 require a completed minor liability waiver form by a parent or legal guardian.

## RACING WITH RRL

Team captains enter their team for a specific event via the RRL website at [www.revolutionraceleague.com](http://www.revolutionraceleague.com) and/or [www.motorsportreg.com](http://www.motorsportreg.com), and pay for the team registration. Racing fees are established for the entire team, rather than an individual driver. Once a team is registered for an event fellow drivers can register under the team name. Race registration costs will vary depending on race format and venue.

Children and pets are welcome at RRL events and can access the racing facility for free. All individuals on the property must sign a Waiver Liability Form available on the RRL website. Please review the Supplemental Rules included in each event's schedule, specifically regarding pets and children at events, on cold pit lane, etc.

**CREDITS & REFUNDS:** RRL offers the following refund policy for teams who must cancel their race registration:

- 100% monetary refund or 100% rollover future race credit for cancellation 60-days prior to the event.
- 50% rollover future race credit for cancellation up to 30 days prior to the event.
- There is no refund or race credit for teams that cancel less than 30 days prior to the event.
  - *At any time prior to one week before the event, if a team cancels their registration and a waitlisted team assumes the registration by paying for the event, a full refund will be granted to the cancelling team.*

## CAR CLASSIFICATION & BALANCE OF PERFORMANCE (BoP)

RRL is committed to making racing as competitive as possible without utilizing a complex set of rules or limiting the lap times of cars. Our goal is to let teams build and race what they want, while running their cars as fast as a particular driver is capable. Fixing fuel capacity and limiting tire width are the two primary means of classing cars.

RRL runs the Hankook RS-4 as its spec tire. Through the RRL's collaboration with Hankook Motorsports, Inc, tire contingency awards are available for podium finishers in each class (see [www.revolutionraceleague.com](http://www.revolutionraceleague.com) and/or [www.rrltires.com](http://www.rrltires.com) for more information on the tire contingency program and ordering information). To qualify for tire contingency awards, tires must be purchased through the aforementioned websites. Tires purchased via this method will be RRL branded, as specified on Page 4.

RRL is also committed to examining our rules after each season to determine if rule refinement is needed to enhance the quality of racing in our series. We do not intend to change rules within a season unless a significant safety concern arises that requires an immediate change. Feel free to provide input and feedback via email or through various social media outlets. WE WELCOME YOUR INPUT AND FEEDBACK!

### **FUEL CAPACITY LIMITS:**

- **C CLASS:** Teams are limited to starting a race with 12 gallons of fuel on board and may only take up to 12 gallons per fuel stop (2 jugs).
- **B CLASS:** Teams are limited to starting a race with 18 gallons of fuel on board and may only take up to 18 gallons per fuel stop (3 jugs).
- **A CLASS:** Teams are limited to starting a race with 24 gallons of fuel on board and may only take up to 24 gallons per fuel stop (4 jugs).

\*It is the race team captain's responsibility to provide proof of a race car's fuel capacity. This can be accomplished during annual tech inspection at one of our approved tech locations. A fuel cell receipt that provides specifications of the fuel cell is acceptable. OEM fuel tanks are easily documented. *Only if a race car's fuel capacity exceeds the limit of its class, a fuel pump out system is required (see pages 3&12)\**

### **TIRE COMPOUND AND WIDTH:**

Teams must run the Hankook RS-4; the RRL's spec tire. The Hankook RS-4 excels in the harsh environment of endurance racing with unparalleled wear and great performance. Go to [www.rrltires.com](http://www.rrltires.com) for information and sizing options on the Hankook RS-4.

- **C CLASS:** Teams are limited to running on a tire **no larger than 225mm** as specified on the tire sidewall.
- **B CLASS:** Teams are limited to running on a tire **no larger than 255mm** as specified on the tire sidewall.
- **A CLASS:** Teams are limited to running on a tire **no larger than 285mm** as specified on the tire sidewall.

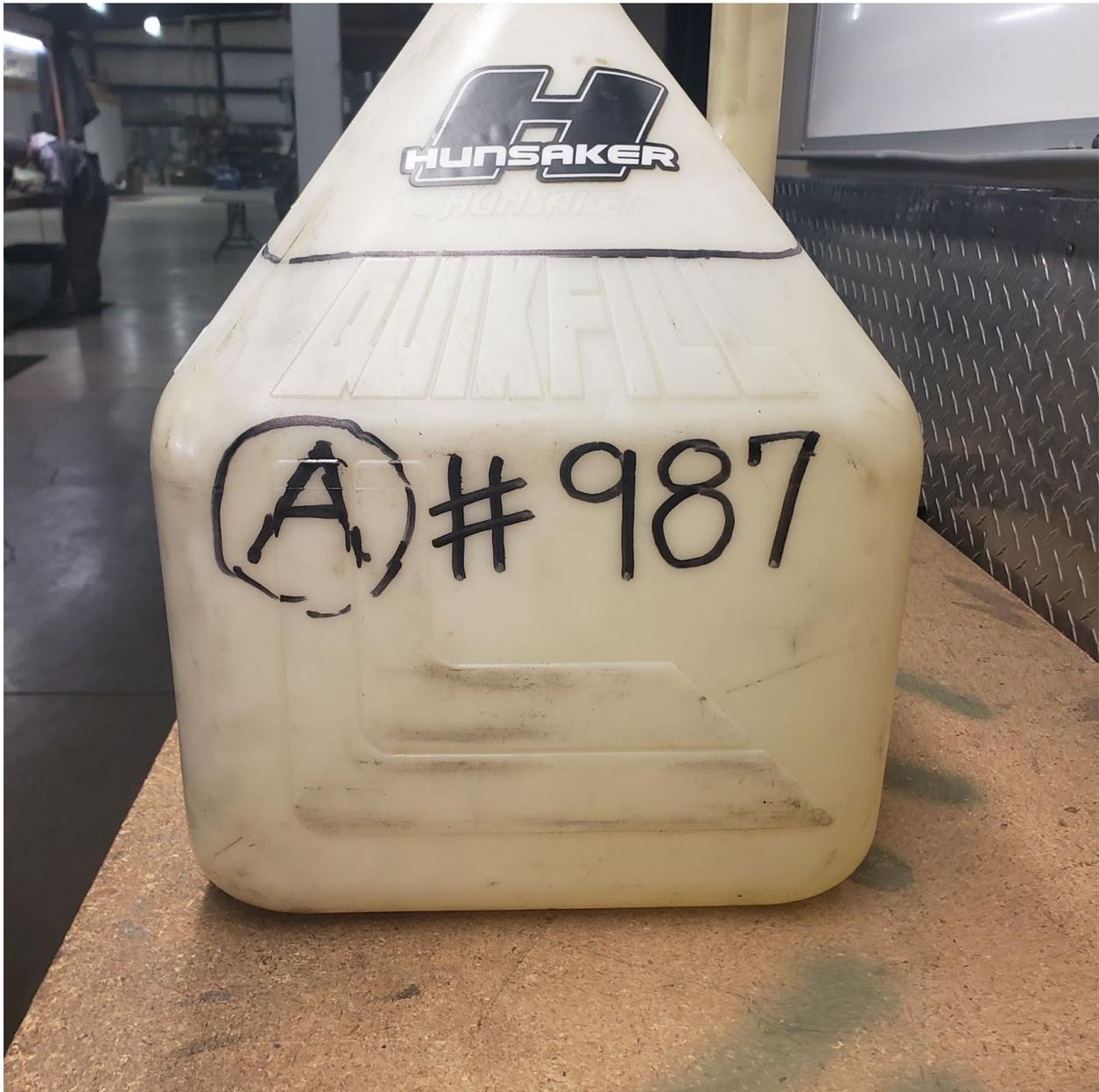
## **FUELING GUIDELINES/RULES**

**Fueling safely is a high priority.** All fueling must be done on the hot pit lane (unless otherwise noted in an event's Supplemental Rules) from authentic, non-leaking five (5) gallon racing fuel jugs. ***Fueling pit stops are a mandatory ten (10) minutes (unless otherwise noted in an event's Supplemental Rules).*** Mechanical fuel pumps and dry breaks are allowed. A gravity-fed fueling system is not allowed. The following fueling method is required:

- Cars must come to a complete stop in the pit stall before any drivers, crew, fuel jugs, tools, tires, etc. are brought over the wall. No staging of fuel jugs over or on the wall.
- Engine must be off during fueling. *Driver cannot be in the car while fueling.*
- Only one (1) fuel jug over the wall at a time.
- Fueling team members must all be wearing full safety gear, including a helmet with a closed visor (OK if fueling helmet is expired). If the gas cap is off, all team members over the wall must be in full gear with helmet visors down.
- Only two people allowed over the wall while the gas cap is off, excluding the egressing driver.
- No working on the race car of any kind while the gas cap is off.
- One fueling team member must be managing a 10 lb. ABC fire extinguisher (minimum size) by directing it towards the fueling point and standing approximately 10 feet from the vehicle. This team member shall not participate in the actual fueling process.
- Drip pans are mandatory to catch any overflow or spills. Pans must have sides and be able to catch at least one (1) gallon of fuel.
- Fuel & racing fluid spills must be cleaned up immediately in the hot/cold pit lane or the paddock with the use of an all-purpose absorbent, such as kitty litter.
- Fuel cannot be stored in the hot or cold pit lanes.
- Fueling via funnel is not permitted.

## FUEL JUGS

**All fuel jugs must be five gallon racing jugs** and marked with car class and car number. We recognize certain “five gallon” racing jugs hold more than five gallons of fuel. This will allow cars to reach their class’ fuel capacity limit with the allowed number of jugs per class. No more than six (6) gallons of fuel can be contained in a fuel jug, and each team must mark the six (6) gallon level on their fuel jugs (see picture below). All jugs must be filled and staged in the team’s pit for pit marshal inspection 30 minutes prior to a team’s pit window.



## VEHICLE TECH

RRL operates on an annual tech inspection system. ***We highly recommend your tech inspection is performed by one of our approved tech locations listed below.*** The preferred tech process involves the team taking the race car to an approved tech location once per season. The shop will complete an in-depth tech inspection and scrutinize every aspect of the race car. This tech inspection will also establish the car's fuel capacity. ***Race cars will be classed via the tech inspection.*** The shop will likely charge a fee for this service; however, an annual inspection from a professional shop enhances safety for all and helps ensure all cars meet RRL rules and standards. Cars inspected at an approved location will have their annual tech inspection documented in their logbook and receive a validated tech decal. ***Do not lose your logbook; re-issues are \$20.***

If you are unable to make it to a shop prior to a race, tech will be offered after the practice/qualifying session the day prior to the race. ***THERE WILL BE NO ANNUAL TECH INSPECTIONS DONE THE MORNING OF THE RACE. Please note that we will be aggressive in enforcing the tech standards. For example, if your window net is expired you will not pass tech. Having your tech inspection completed in advance will remedy missing a race weekend due an oversight!***

All cars are required to run series decals, which will be provided. Race cars must meet the RRL's Appearance Rule as defined on page 5.

## APPROVED TECH LOCATIONS

*(To become an approved tech location, please email [Tech@RevolutionRaceLeague.com](mailto:Tech@RevolutionRaceLeague.com))*

### **Advanced Auto Fabrication –**

11911 E Empire Ave bldg. e1, Spokane Valley, WA 99206  
(509)-924-7006  
[www.advancedautofab.com](http://www.advancedautofab.com)

### **Brad's Custom Auto**

12719 28<sup>th</sup> Avenue NE, Seattle, WA 98125  
(206) 367-1471  
[www.bradscustomauto.com](http://www.bradscustomauto.com)

### **Revolution Speed Shop –**

1302 W Main St #11, Auburn, WA 98001  
(206)-465-4881  
[www.revolutionspeedshop.com](http://www.revolutionspeedshop.com)

### **English Racing**

24514 NE Dresser Rd, Camas, WA  
(360) 210-7484  
[www.EnglishRacing.net](http://www.EnglishRacing.net)

**Fordahl Motorsports**

3230 NE Bel-Red Road, Bellevue WA  
(425) 641-4040  
www.fordahlmotorsports.com

## PRACTICE/QUALIFYING

**Practice session:** The race weekend begins with a practice day on Friday. Participation in the practice day is highly encouraged but not mandatory. The practice day fee is not included in the team's race fee. Each practice day will provide several hours of open lapping.

**Qualifying session:** The qualifying session is held immediately following the practice day, which will typically run between 4pm and 5pm. Attendance at the qualifying session is not mandatory, but a team's absence foregoes their opportunity for the pole or priority placement on the starting grid. The qualifying period is split into three (3), 20-minute sessions. A Class will run the first 20 minute segment, B Class will run the second 20 minute segment, and C Class will run the last 20-minute segment. The fastest four (4) qualifying laps in each car class will be positioned P1, P2, P3 and P4 on their class grids for the start of the **Saturday** race. For remaining races of the event (if applicable), the fastest four (4) lap times of individual teams in each class from the preceding race will establish positions 1-4 (in each class) for the start of the next race. It is important to compete for the best lap in your class as each pole position team will be awarded three series points (see Season Points Championship on page 17)

## FUEL PUMP OUT

**(ONLY APPLICABLE IF FUEL CAPACITY EXCEEDS FUEL LIMIT OF CLASS)**

**Fuel pump out:** For race cars with fuel capacity that exceeds the fuel limit of their class, fuel pump out is required. These teams must return to their cold pits and give their car 30 minutes to cool down. After the cool down period the team will remove all the fuel from their race car. This will be done by removing the fuel line at the fuel rail or carburetor, running the fuel line into a fuel jug by activating the fuel pump, and running it until the fuel system is completely dry.

**Tech fill:** For race cars with fuel capacity that exceeds the fuel limit of their class, a tech fill is required. The team will get the attention of an RRL staff member to supervise fueling of the race car. After the fuel system is reconnected, the car will be filled to the capacity dictated by the car's class. An anti-tamper seal will then be placed on the fuel filler cap to indicate the fuel fill has been verified for the next day's race. Although not preferred, tech fill can be completed the morning of the race but the RRL cannot guarantee the team's ability to take the green flag. Fuel must be pumped out of the car prior to completing your tech fill. Cars that require a tech fill without an anti-tamper seal, or a broken anti-tamper seal, WILL NOT BE ALLOWED TO GRID.

## RACE CHECK IN

**Race Check-in/Registration:** After the Friday qualifying session is over, and the team's annual tech inspection is documented in the team's logbook, drivers should proceed to Race Registration to check in and receive a driver's wristband. *Bring the team's logbook as it will be checked to ensure the team's race car has passed tech.* All drivers must present themselves in person at Registration to have their Driver Wristband applied by RRL staff.

**Driver's Gear Check:** This is required at each race and should be completed at any time after the Friday qualifying session. Bring your gear when you check in to get your driver's wristband.

**Transponders:** Transponders compatible with the RRL timing system are required. At the time of the team's online registration prior to the race weekend, the team captain will provide the team's transponder information and/or advise that a rental transponder is needed. Transponder rentals cost \$50 per race weekend. If a rental transponder is lost, damaged or destroyed, the team will be charged a \$250 transponder replacement fee. *RENTAL TRANSPONDERS MUST BE RESERVED AT THE TIME OF THE TEAM'S ONLINE REGISTRATION. TEAMS WILL NEED A TRANSPONDER IN ORDER QUALIFY ON THE FRIDAY PRIOR TO THE RACE WEEKEND.*

**Transponder Mounting:** Transponders must be mounted vertically with clear sight of the ground and no higher than two feet from the ground.

## RACE DAY PROCEDURES/RULES

**Drivers Meeting:** Each race day begins with roll call and a mandatory driver's meeting approximately one hour before the start of the race. A minimum of two teams will be randomly selected at roll call to confirm attendance by all the team's drivers. *Failure to attend roll call will result in a five minute start penalty.* Any team or driver misrepresenting themselves at roll call will result in expulsion for the team from the race event. A complete list of the day's events, times, and durations will be published and posted online for each event, and an event schedule will be provided to each team at check in.

**Call to Grid:** Occurs approximately 15 minutes prior to the start of the race and will commence upon announcement from race officials. Cars will be lined up in the hot pit by class. Each class line will be led by the four (4) top teams from qualifying. All drivers must be wearing all required safety gear and their DRIVER WRISTBAND. A double file start will commence the race.

**Race Duration:** The race duration will vary from event to event and be posted on the RRL race schedule. The green flag will be dropped following a few laps under a full course yellow flag that are typically led by a pace car. The official start time of the race is the posted race time and not the time the green flag was dropped. The checkered flag will be dropped at the designated schedule end time.

**Driver Expectations:** Drivers are expected to drive a clean, safe race, by providing necessary space to other cars that are competing for the same racing line. ***BLOCKING AND/OR ON TRACK BEHAVIOR UNBECOMING OF A RACE DRIVER WILL NOT BE TOLERATED AND WILL GENERATE A PENALTY.*** One defensive move is allowed by a lead car. Once that move is made, additional moves to protect your position are not allowed and are subject to penalty. When an overtaking car's front bumper is next to the lead car's door/rear quarter seam, ***RACING ROOM SHALL BE PROVIDED CAR BY THE LEAD CAR. EACH CAR SHALL THEN PROVIDE RACING ROOM THROUGH CORNER EXIT.***

**Driver Stints:** Driver stints are a maximum of two (2) hours. Driver stint times will be closely monitored by RRL timing and scoring staff. All drivers must have at least a 90 minute break between their driving stints.

**Pit Stops/Driver Changes/Fueling:** All of these are allowed at any time, except during Red Flag or All Black Flag conditions. If the race is under Red or Black flag conditions all work on cars and fueling on pit lane must come to an immediate stop. These activities can commence when the race returns to Yellow or Green Flag conditions.

When making a pit spot, upon exiting the hot track to the hot pit lane, cars must come to a complete stop at pit in. A magnetic timer will be placed on the race car to track the length of your pit stop. All driver safety gear must remain on with belts and window nets in place until the car comes to a complete stop at the team's pit box. Failure to come to a complete stop at pit in could result in a penalty.

**Mandatory Pit Stops:** A mandatory 10 minute pit stop is required at least once every two hours to fuel the car. This schedule will typically coincide with driver changes. ***The 10 minute pit stop rule is in effect every time a team takes fuel.***

**Mechanical Pit Stops:** If a race car does not take fuel, ***there is no minimum pit stop time requirement.*** Teams can come to the pits without taking fuel and leave the pits whenever the team is ready. Drivers still need to stop at pit-in and let the marshal know they will be making a mechanical stop. A "mechanical" cone will then be placed on the race car. This will identify there is no time requirement to the pit stop. Once the mechanical stop is complete drivers will need to stop at pit out to let the exit marshal remove the cone.

**Timer Discrepancies/Tampering/Failure:** The RRL Timing and Scoring Chief is the ultimate authority on determining whether teams have made their required pit stops, and/or if corrections need to be made for error. Timing equipment is subject to failure. Also, we are all human and errors do occur. RRL will do its best to rectify any errors. Ultimately it is the team's responsibility to ensure the entire 10-minute pit stop is served.

**End of Race/Podium:** Winning is determined by the team with the greatest number of laps completed in each class when the checkered flag is waved. The results are determined by the RRL's timing system. Typically, the top three (3) cars from each class will be recognized. Trophies are issued based on the number of entries within each class; however, a low car count in a given class may not result in a three-car podium. Award ceremonies are held immediately following the last race of the event/weekend.

**Pit Lane & Paddock Speed:** Your speed off the race track will be monitored to ensure safety. The Hot Pit Lane speed (unless posted otherwise) is a maximum of 45 mph. Paddock area speed (unless posted otherwise) is a maximum of 15 mph.

**Contact/Loss of Control:** THE RRL IS A NO CONTACT SERIES! Erratic, overly aggressive, and unsafe driving will not be tolerated. All racers have equal opportunity to the race track, and teams attempting to bully their way through the field will be penalized. Furthermore, slower cars that unsafely prevent passing (ie, closing the door) will also be penalized. We are serious about this! Corner workers will be watching the field closely for this type of behavior. Intentional and avoidable, or repeated unintentional acts or contact are grounds to prematurely ending a team's race.

We do recognize racing incidents occur as drivers compete with one another and test their limits. Accidental contact, off-track excursions, and spins will be dealt with on a case-by-case basis and penalties will be applied via the Penalty Guidelines outlined later in this rule book. Generally, RRL assumes all drivers have some level of culpability when contact occurs. However, if corner workers can absolutely confirm that a team was not at fault, the no-fault team will not be black flagged and penalized. Designated RRL staff have full discretion to determine the applicable penalty, which will be based on the circumstances of the incident. The RRL Timing and Scoring Chief has authority to request timing to "credit time" back to a race car that may have been penalized in error, or if circumstances warrant such an action.

**Disabled Racecar/Catastrophic Failure:** If your car becomes disabled on track, safely pull off to the side of the track if possible, *OUT OF THE RACING LINE OR ANY BLIND SPOTS/CRESTS* and try to make eye/hand waving contact with a nearby corner station. The goal in establishing contact is to verify the corner worker sees you and to ensure you can communicate your well being. *DO NOT GET OUT OF THE CAR UNLESS IT IS ON FIRE!* Do not remove any safety equipment or loosen belts on a hot track. A safety vehicle will immediately be dispatched to your location to confirm your well-being and retrieve/remove you from the hot racetrack.

**Passing:** As previously discussed in the subsection "**Contact**", passing often creates the most potential for contact and penalties. Ultimately, the passing vehicle is responsible to ensure a safe and well-executed pass is made. If you are being passed, it is critical to hold your line and maintain your pace. **Being predictable is crucial.** If you attempt to anticipate where a passing driver wants to go, and you abruptly move to provide room in good faith, this typically ends badly. *HOLDING YOUR LINE, MAINTAINING PACE, AND BEING PREDICTABLE* are the most effective ways a driver being passed can ensure a safe pass is made.

**Communications:** Teams must have some form of communication between the crew and driver. Securely mounted in-car radio systems are highly preferred.

**Working on Car on Pit Lane:** Assessment and diagnosis of a problem is allowed in the hot pits. Checking tire pressures, changing one tire, and adding fluids is allowed. However, more extensive work CANNOT be done in the hot pits. Any undercar work must be done in the cold pit and *jack stands are ALWAYS required if a jack is in use*. Failure to use a jack stand will result in a five-minute penalty at pit out.

**Track Damage:** If you damage a portion of the track that requires repair, your team will likely be liable for the cost of the repair. If RRL gets a track damage invoice, we will be passing the cost along to the culpable team.

**Pit Vehicles/Pets/Children:** Children under the age of 12 are not allowed on the cold pit lane, and you must be at least 16 years old to be on the hot pit lane. Some race tracks may have more restrictive rules that will be noted in an event's supplemental page. All pets must be on leash at all times. Pit vehicle guidelines are governed by track regulations.

**Alcohol, Drugs & Smoking/Vaping:** Alcohol is not allowed anytime the racetrack is hot (including guests, family & spectators). Glass drink containers are never allowed, even in the paddock. No fireworks. No smoking/vaping on pit lane. No smoking/vaping within 20 feet of any source of flammable fuel. "Recreational" drugs are never allowed regardless of state law. Possessing/using recreational drugs is grounds for removal from the event.

**Weather:** Regardless of weather, we race! Should the weather turn viciously unsafe, RRL will postpone the race until the weather allows for acceptable racing conditions or the racing venue closes the facility for the day.

**Live Timing Broadcast:** Live timing will be broadcast via Race Monitor and is accessible on a computer or mobile device. Live timing is typically displayed during the race at Race Central/Registration. Races may also be streamed live (by RRL and/or various teams teams) via Facebook or YouTube.

**Pit Marshal Program:** Being a Pit Marshal is a great way to learn about the series, meet the teams and put some money in your pocket (\$100 per day; \$50 per ½ day). No experience is required. If you're interested, please visit [www.revolutionraceleague.com](http://www.revolutionraceleague.com) to specify which event you will be attending, how many guests you will be bringing, and what days/times you are available. Questions? Email us at [PitMarshal@revolutionraceleague.com](mailto:PitMarshal@revolutionraceleague.com)

## AWARDS/PRIZES

Teams will have multiple opportunities to win prizes of monetary value. In each class, podium finishing teams will receive a trophy for each race that is run on a race weekend. Additionally, podium finishing teams for endurance races will be eligible for credit toward the purchase of race tires through the Hankook Motorsports tire contingency program (see [www.RRLtires.com](http://www.RRLtires.com) for more information).

Along with trophies and tire contingency awards, *RRL will award future race entry credit for podium finishing teams as specified below.* The race entry credit awards apply to podium finishers in each class for each endurance race run on a given race weekend. *Sprint race podium finishers do not qualify for future race entry credit.* The race credit values awarded to each team in each class is as follows:

- **1st Place in Class: \$500 race entry credit**
- **2nd Place in Class: \$250 race entry credit**
- **3rd Place in Class: \$100 race entry credit**

## SEASON POINTS CHAMPIONSHIP

The RRL runs a points competition where teams will accumulate points throughout the season based on their performance in individual endurance races. There will be a series champion determined for each class after the final race of the season. This cumulative award will recognize the most consistently high performing teams of the season. ***The points champion team in each class will be awarded a \$2500 monetary prize!*** The RRL points system is as follows:

- **1st Place in Class: 15 points**
- **2nd Place in Class: 10 points**
- **3rd place in Class: 7 points**
- **4th Place in Class: 5 points**
- **5th Place in Class: 3 points**

*The Pole Position qualifier in each class will be awarded three (3) points. Additionally, all race cars that start a race will be awarded one (1) point.*

## PENALTIES

All penalties are determined and enforced at the discretion of the Race Director and/or Chief of Timing and Scoring. Penalties will be assessed via the RRL's timing and scoring system. **Designated RRL staff reserves the right to immediately expel a driver or team from competition if it is determined a driver and/or team is purposefully driving recklessly or in an unsafe manner.** If you feel a penalty was assessed improperly, please discuss the matter with the Race Director when the event occurs and before the end of the race. Penalties for violations of rules are specified below.

**FUELING VIOLATIONS ON HOT PIT LANE:** Any fueling infraction observed on the hot pit lane will result in the race team being assessed a one minute penalty. *Repeat offenders will receive incrementally longer penalties.*

**BLACK FLAGS:** Any time a black flag is displayed, the race driver must immediately report to the Black Flag Steward at the end of the hot pit lane. *DO NOT STOP AT YOUR PIT STALL.* Failure to respond to a black flag or pitting before reporting to the Black Flag Steward will result in a penalty being assessed. NOTE: If any driver receives more than one black flag during a driving stint, a driver change may be required.

**Penalties Not Involving Contact:** Examples of penalties not involving contact include passing under yellow, failing to acknowledge a black or red flag, driving recklessly around a safety vehicle, etc. *THIS IS NOT AN EXHAUSTIVE LIST OF EXAMPLES (see Race Day Procedures/Rules section for more examples).*

- **1st Team Offense:** One (1) minute penalty
- **2nd Team Offense:** Three (3) minute penalty
- **3rd Team Offense:** Five (5) minute penalty
- **4th Team Offense:** Fifteen (15) minute penalty
- **5th Team Offense:** Race team will be removed from the day's competition

**Penalties Involving Contact:** *THE RRL IS A NO CONTACT SERIES* and penalties for contact will be substantial. Any driver involved in a contact incident can expect to be penalized. In the unlikely event a driver involved in a contact incident is determined to be entirely free from fault, that driver will not be penalized. This determination will be made by the Chief of Timing and Scoring. *If a driver is involved in two contact incidents within a single driving stint, a driver change will be required.*

- **1st Team Offense:** Three (3) minute penalty
- **2nd Team Offense:** Five (5) minute penalty
- **3rd Team Offense:** Fifteen (15) minute penalty
- **4th Team Offense:** Race team will be removed from the day's competition

## RACE FLAGS

***The display of race flags are the way we communicate with race drivers on the racetrack.*** It is critical drivers know what each race flag means and how to appropriately respond to displayed flags. Our use of flags and their meaning will be reviewed at the mandatory drivers meeting of each race. However, it is incumbent upon each driver to know what each flag means prior to arriving at the drivers meeting. The flags used by the RRL can be specified below and can be viewed at [https://en.wikipedia.org/wiki/Racing\\_flags](https://en.wikipedia.org/wiki/Racing_flags)

RRL follows a “line of sight” method with respect to the interpretation of flags displayed at corner worker stations. This method is defined as follows: When a manned corner worker station is visible to a driver, that corner worker station controls that section of the racetrack. The control of that corner station is in effect until the next manned corner worker station becomes visible to the driver. In the RRL we do not “race” to a corner worker station that is displaying a flag. When a race driver can observe the absence of a flag at a manned corner worker station, this reflects green flag racing. The general meaning of each race flag is described below:

**Green:** The green flag when displayed at the Starter’s Bridge/Stand indicates the course is clear and racing is underway.

**Yellow:** A single stationary or “standing” yellow tells drivers to slow down because something hazardous is off of the race surface but in the area, such as a vehicle off course, an emergency vehicle attending to a disabled car, or an exposed corner worker in an unsafe area. ***Passing is not allowed in the zone covered by the single standing yellow.***

**Waving Yellow:** A waving yellow indicates that drivers must slow down and be prepared to take evasive action or stop to avoid an obstruction in the roadway. ***Passing is not allowed in the zone covered by the waving yellow.***

**Double Yellow:** Double yellow flags displayed at all stations mean that a full-course caution is in effect. Drivers must slow down. ***Passing is not allowed anywhere on the track.***

**Open Black:** An open black flag requires a specific driver to come to the pits to meet with officials when displayed by the Start/Black Flag Station with a number board displaying a driver’s car number.

**Full Course Black:** When black flags are displayed at all corner stations, the race session has halted and cars must come into the pits.

**Furled Black:** A closed or furled black displayed with a number board at the Start Bridge is a warning to a driver that improper actions have been observed.

**Red:** When a red flag is displayed it is shown at all stations and at start. The session has stopped and drivers must come to a CONTROLLED STOP on the side of the race course. STAY IN YOUR CAR AND DO NOT REMOVE ANY BELTS OR SAFETY EQUIPMENT. Never get out of your car unless you believe your car is on fire!

**Blue/Yellow Stripe:** Blue with a yellow or orange slash indicates another car is rapidly overtaking a car and may attempt to pass. Check your mirrors! This is an advisory flag.

**Red/Yellow Stripes:** Yellow and red stripe surface flag indicates oil, gas, water, gravel, sand, mud, rocks or some other debris is on the track surface. Traction may be compromised.

**White:** A white flag tells a driver a slow-moving vehicle such as a car with mechanical trouble or an emergency vehicle is moving well below race speed on the racing surface. In the RRL, the white flag is treated the same as a yellow flag. It is typically displayed when a safety vehicle is on the racetrack. ***Passing is not allowed in the zone covered by the white flag.*** When approaching a safety vehicle under white flag conditions, a driver must wait to pass the safety vehicle until they are waved through by safety personnel.

**Black with Orange or Red Ball:** This is the mechanical flag that indicates a driver has a mechanical problem and should come into the pits. This flag is typically referred to as the “meatball” flag.

**Checkered:** A checkered flag tells drivers that the race has ended.

## LEGAL DECLARATION

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**Revolution Racing League, INC** is in no way responsible for any loss, injury or damage you sustain while participating, driving, or attending one of our events. Motorsports are taxing on your body, and it is strongly recommended that you endure a complete physical exam to receive clearance from your physician prior to competing in motorsports. We do not provide 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 vehicles or property. Registration and/or arrival at the track implies you understand the risks associated with racing and that you agree to observe and adhere to the rules contained herein, the requirements and restrictions, and acknowledge that you and your team/crew/family/guests/fan club are participating at their own risk and shall not hold Revolution Racing League INC, its owners, staff, partners, and associates responsible.

**Schedule/Event Changes:** The goal of the RRL is to provide a safe and fulfilling racing experience for all. There may be circumstances beyond the RRL's control that impede our ability to do so. Therefore, RRL reserves the right to cancel or change event dates, format, pricing, schedule or purse/trophies based on circumstances that are beyond the control of the RRL organization. This can include track availability & condition, weather, changes in track contract agreements, team entry count, etc.

**Rule Changes:** The RRL is committed to retaining a consistent set of rules throughout a given season. The need for potential rule changes will be discussed and reviewed at the end of each season. WE ENCOURAGE AND WELCOME FEEDBACK FROM RACE TEAMS THAT CAN ENHANCE THE RACING EXPERIENCE FOR ALL. This feedback could promote rule changes as the series evolves. That said, the rules contained herein are subject to change at any time to accommodate industry standards/mandates, insurance requirements, and/or contractual track obligations.

**Disclaimer:** RRL reserves the right to record (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 for unlimited distribution.