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2025 Classic 10 Hour – Rules and Procedures

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Each race group will have three (3), 42-minute races during the Classic 10 Hour Race. There will be one (1) mandatory 3-minute pit stop, during each race session. The competitor must have initiated the 3-minute pit stop by the 29-minute mark of the race start. The Race Clock begins at the first attempt at a green flag from the start stand.

DRIVERS/CO-DRIVERS:

Participants must declare the primary driver and co-driver (if any) in the entry. All drivers/co-drivers must meet HSR's standard licensing requirements for competitors. No exceptions.

TECH:

Requests or questions related to group, class or number assignments should be directed to Jack Woehrle in HSR Tech. This information will be made available on the Public Entry List on the HSR website. Don't wait until the race starts to discuss classification.

PIT BOX ASSIGNMENTS:

Pit boxes are not assigned at this event. Keep in mind, however, that you may be sharing a pit stall with a team or teams in a different Group or Groups.

PIT STOP PROCEDURE:

Each racecar must take the green flag on track before being eligible for a mandatory pit stop. Before any fueling begins in the pits, the engine must be shut off, and the driver must be out of the car and over the wall, unless driver is participating in the fueling process. During fueling, only the fueler(s) and the fire extinguisher person will be over the wall. When necessary, a vent person may also be over the wall. After fueling, the driver and four (4) additional people (total of five (5) people) may be over the wall. Follow the directions of the Pit Out Marshal when exiting the pits and respect the Blend Line. Everyone in the pits must wear long pants and closed toe shoes. No exceptions.

The working area pit stall lane shall remain clear of equipment and personnel until the car is stopped. No equipment may be stacked on the hot pit side of the wall or on top of wall, no standing or crouching on the pit lane wall. No sitting on the pit wall with appendage on the hot pit side.

FUELING:

Driver must be out of the car before fueling starts. No work may be performed on the car during fueling. Fueling may be conducted by a driver or crewmen wearing Nomex-type clothing with full face protection (helmet recommended). Everyone over the wall during fueling **MUST** wear full Nomex and eye protection (helmet recommended). Each team must provide a 10lb minimum fire extinguisher and someone with full Nomex and eye protection (helmet recommended) to man it during pit stops. IMSA-approved overhead refueling rigs or safety-type cans may be used. All fuel containers must remain behind the pit lane wall until the car stops and the driver exits the vehicle.

PIT STOP TIMING:

Pit stops will be timed by HSR personnel. Time will start as the car enters the pits as indicated by Pit Lane Sign. Time will stop as the car passes pit out as indicated by Pit Lane Sign. Pit lane speed is 35mph. Cars may not stop or slow down below 35mph at pit out unless instructed to do so by Pit Lane Marshal.

There is a time delta between Infield Pit and Tower Pit that was determined by the late Jim Pace on track in a race car. Competitors that choose to pit on the Infield paddock side are required to perform a 5-minute 7-second pit stop from loop to loop as designated by Signs/Cones. Pit stops must be initiated by the 40-minute mark regardless of location.

TRANSPONDER RENTALS:

All cars must have an AMB TranX260 compatible transponder (reddish/orange in color). A limited number of rental transponders are available through our Registration Staff. A link to the Transponder Rental Form is on HSR's website



([Transponder Rental Form](#)). All rental transponders must be returned to an HSR staff member at the HSR Trailer or Lyn Hodges Watts prior to your departure from the event. You will be charged in full for transponders that are not returned by the end of the event.

RACE PROCEDURE:

Grid for Race 1 will be determined by the fastest lap of either Qualifying session on Friday. Grids for Race 2 and subsequent sessions will be based upon the cumulative finishing position of all previous race sessions. There will be one (1) pace lap behind the pace car. The race clock starts as the lead car crosses the starting line with the first attempt at a green flag and ends after 42 minutes. Circumstances may exist where the race clock begins, and the race field remains under caution behind the Safety Car. In the event of an incident, the pace car may be used with double yellow flags displayed at all stations around the course. Pits will remain open.

DRIVER'S MEETING:

There will be two (2) mandatory drivers' meetings to be held on the second floor of the Tower. Each driver must attend one (1) of these two (2) meetings. The drivers will receive a helmet sticker at the drivers' meeting. You must have a helmet sticker to participate in the event.

PRACTICE/QUALIFYING SESSIONS:

Qualifying Sessions will be gridded in order of arrival at the Grid. Classic 10 Hour Race 1 will be gridded by fastest lap times in either Qualifying Session.

HEADLIGHTS/TAILLIGHTS:

All cars will be required to have one (1) running headlight and one (1) running taillight during any periods of darkness.

BLACK FLAG:

If you are Black Flagged, stop at the Black Flag Station on pit lane for consultation. Black Flag stops will not count as a mandatory stop. You must return to the circuit after consultation and do at least one lap before making a mandatory stop. Cars receiving a Mechanical Black Flag (meatball) must stop at their assigned pit for necessary repairs. This may count as your mandatory stop.

Under a Black Flag All proceed at slow speed to pit lane. Possible track blockage. **NO PASSING.** Cars entering pit lane are to proceed in race order to Black Flag Marshal for direction. No Pit Stops may be initiated, and no work may be performed. **Do not pull into Pit stalls.** Drivers to remain in cars unless directed otherwise. Crew members may clean the windshield and attend to any driver's needs. If pit stops are in progress, **Work must cease**, and the pit stop clock will be stopped. If the race can be resumed, the pit stop window may be extended. Any changes to the schedule will be communicated to the teams before the race resumes. Once the safety car leaves pit lane under full course yellow the pit stop clock will resume.

RED FLAG:

Displayed at each corner station and at the Starter's stand means **EXTREME DANGER-THE RACE HAS BEEN STOPPED.** Proceed at Idle speed to pit lane, be prepared to stop. Possible track blockage. **NO PASSING.** Give way to any Safety vehicles on track. Cars entering pit lane are to proceed in race order to Black Flag Marshal for direction. No Pit Stops may be initiated, and no work may be performed. **Do not pull into Pit stalls.** Drivers to remain in cars unless directed otherwise. Crew members may clean the windshield and attend to any driver's needs. If pit stops are in progress, **Work must cease**, and the pit stop clock will be stopped. If the race can be resumed, the pit stop window may be extended. Any changes to the schedule will be communicated to the teams before the race resumes. Once the safety car leaves pit lane under full course yellow the pit stop clock will resume.

YELLOW FLAG:

- **Standing** – a situation exists that warrants your attention and caution. Exercise Caution! **NO PASSING** from the point where the flag is displayed until you have proceeded safely past the cause(s) of the yellow flag. Failure to adhere to these rules may result in a penalty.
- **Waving** – a hazardous situation exists that warrants your attention and extreme caution. **SLOW DOWN AND NO PASSING.** Be prepared to deviate from your driving line and be prepared to stop. Passing is prohibited until safely past the cause(s) of the yellow flag. Failure to adhere to these rules may result in a penalty.
- **Double** – when you see a station displaying two yellow flags, A FULL COURSE YELLOW exists. **NO PASSING**, a safety car may be used.

NOTE: PASSING UNDER ANY YELLOW FLAG WILL NOT BE TOLERATED.

NON-COMPLIANCE WITH THESE RULES COULD RESULT IN A PENALTY ASSESSMENT.

