



## **NASA Mid-Atlantic welcomes you as a Time Trial Entrant at the Full Course of Virginia International Raceway!**

**\*\*Please read all of the following thoroughly as there is new info\*\*\*\***

**GATE HOURS:** Gates will open at 5:30PM on Thursday and will remain open all weekend. If you do not plan to arrive until Saturday morning for the weekend activities, please arrive by 7:00AM since there may be congestion at the gate. Please allow for plenty of time since you must attend the 7:30 AM ALL HANDS MEETING at the TECH SHED.

**VIR CAMPING COSTS:** \$35 to camp without electricity. \$25 for Electric only. \$50 if you are camping and need electricity.

**GATE FEES:** VIR will charge \$10 at the gate beginning at 8:30am on Saturday morning. After 8:30AM, a person may show their NASA membership card to gain free access. If you have crew arriving after 8:30AM, they should list you as a driver and mention they are your crew to gain free access. The gate will have a list of drivers.

**TECH:** You must bring your car through tech to receive your tech sticker for the weekend. Be sure to have a completed tech form.

[http://www.nasaproracing.com/images/rules-forms/form\\_hpde\\_tech.pdf](http://www.nasaproracing.com/images/rules-forms/form_hpde_tech.pdf)

You may complete the tech form yourself or you may take it to a free tech station:

<http://www.nasaracing.net/pretech.htm>

**TECHISTRATION HOURS (tech shed):**

Thursday evening: 6:30-9:00PM

Friday morning: 6:30-9:30AM

Friday 6:30PM until 9:00PM

Saturday 6:30AM until 9:30AM

Sunday 7AM until 9:30AM

**MANDATORY ALL HANDS MEETINGS: 7:30AM Saturday morning and 7:45AM Sunday morning at winner's podium.**

**TRACK TIME:** Time Trialers first session on Sat and Sun is with HPDE 4 or HPDE 3, and TT entrants must adhere to those passing rules which are: Passing anywhere with a required point bye. For timed TT sessions, there is open passing.

**CAR NUMBER:** Your car number is your first preference unless notified. You are responsible for having numbers on both sides of your car before coming to tech. Please see CCRs at nasaproracing.com if you have any questions.

**SCHEDULE AND SUPPLEMENTAL REGULATIONS: It is your responsibility to read the supplemental regulations and be aware of all rules for this event. Posted at event page approximately two weeks prior to event. <http://www.nasaracing.net/>**

1. TT Meetings: All meetings on TT weekends are mandatory. The TT director (Jon Felton) will hold all wristbands for the TT run group, which means you will need to see him before you can get on track – you will not be able to go to registration to get a wristband because you missed the meeting. Jon Felton will be easy to find for at least a full hour on Saturday morning:
  - at least 15min before the main drivers meeting
  - at/during the main drivers meeting

- at the TT drivers meeting after the main drivers meeting
- at the tail end of the instructor meeting after the TT meeting
- at registration following those meetings until the track goes green

After that, Jon can always be found on a radio (i.e. go to registration and get them to track me down) or via cell, 804-397-FAST. And it is likely that we will have additional "download" meetings during the track weekends in 2010. Those are the same way – mandatory.

2. Licensing. Every time trial entrant who competed previously will need to have a current NASA national TT license hard card to compete again - unless you have a current NASA national competition license hard card instead. This means instructors will need to pay the \$10 and get the license if they want to TT instead of running in HPDE4. This also applies to those still running on regional/provisional/paper licenses with two signatures who should pay for and get their TT license ASAP. Similarly, the new policy for provisional licenses is that we will collect the \$10 and handle the licensing paperwork after the check ride at trackside registration (to be sent out west after each event, just like new roadrace licenses.) There is no more "here's your double-signed provisional, send it out west yourself" because too many people never did that in '09, and we let people compete anyway, which went against NASA's national policy.

If you have an expired TT license hard card, you can login to your [nasapracing.com](http://nasapracing.com) profile anytime and renew it from there. Please do so ASAP. If you are still running on a piece of paper with two signatures and are planning to use it as your license at VIR in two and a half weeks, you'll need to send that out west ASAP or bring it to the track so we can send it out west for you. Across the board a person can now only run one weekend with the paper provisional; they will need the hard card for all later events, no exceptions. Also across the board, the regional office will handle sending all paperwork out west (i.e. license holders cannot send the paperwork themselves at first, they can only renew once the card has been issued.) The only people allowed to send their own stuff out west from this point forward are those who never did last year...

3. Classing. New for 2010, we will be tightening down on all forms of the TT car classing process. Across the board if you do not have your car classing paperwork on file with me at the track before 12:00 noon on Saturday, YOU WILL BE RUNNING IN TTR FOR THE WEEKEND. Since it's a new season, every car will need fresh paperwork, which can be found here:

TTA-TTF: [http://www.nasapracing.com/rules/time\\_trial\\_classification.pdf](http://www.nasapracing.com/rules/time_trial_classification.pdf)

TTS/TTU/TTR: [http://www.nasapracing.com/rules/time\\_trial\\_classification-sur.pdf](http://www.nasapracing.com/rules/time_trial_classification-sur.pdf)

Beyond that, you can and should expect more significant impound procedures across the board - inspections, points checks, random weighing, dyno compliance checks, etc. Make sure your car is squeaky clean when it comes to the requirements. And please don't hesitate to let me know if you have any questions about classing and points. Better to ask and get a clarification than to think something takes 2 points when it really takes 4, then find out at the track and lose your times for the day.

4. Rules. Please make sure you are 100% familiar with the 2010 TT rules, as we will be enforcing any/all of 'em this season:  
[http://www.nasapracing.com/rules/time\\_trial\\_rules.pdf](http://www.nasapracing.com/rules/time_trial_rules.pdf)  
Of particular interest are sections 6.5.3 and 11, especially the parts about Procedural Violations.
5. Hoosiers. The program is back for 2010, please see <https://www.hoosiertire.com/NASAawdg.htm>  
Please note, you have to get your Hoosiers through one of the authorized distributors listed here: <https://www.hoosiertire.com/NASADIST.HTM>

If you decide to participate in the program, please make sure that you follow all of the requirements and guidelines. Specifically, Hoosier has noted that there have been some in the past who have sold the tires that they won. This is strictly forbidden per the agreement all participants have made with Hoosier in electing to participate in the program.

"Any tires received through this program are for the recipients use only and are not to be sold or given to anyone else. Compliance is required and randomly checked."

We have been given notice by Hoosier that if our TT competitors do not follow this rule, that the program will be halted. If you have any questions regarding this rule, or any special circumstances, please contact Tim Gilvin at Hoosier.

Thanks for understanding and supporting our TT program as it continues to grow. See you at the track!

If you have any registration questions after reading all event info, please contact [registration@nasaracing.net](mailto:registration@nasaracing.net). If you have any questions specifically concerning Time Trial, please contact Jon Felton at [jon@get-fast.net](mailto:jon@get-fast.net).

We look forward to seeing you!

NASA Mid-Atlantic

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