CLUB CODES AND REGULATIONS

2005 EDITION

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Note from author, Jerry Kunzman:
My special thanks and recognition goes to NASA member, Jim Politi of Fairfax, Virginia for his countless hours proofreading and correcting this entire document. I present to you, the 2005 version of the NASA *Club Codes and Regulations*, with special recognition for Jim's dedication, hard work, and his deep understanding of these rules.

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GENERAL PREFACE

Official Notice of Disclaimer

NASA makes an effort to provide participants with a relatively safe environment for everyone involved. Despite strict rule enforcement and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own. These rules do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact the National Auto Sport Association (NASA) office before entering an event facility.

Medical Information

As part of your participation in NASA events, NASA may come in to possession of some of your personal health information since all competition license holders must submit a currently valid physical examination form and information may be collected in case of injury or potential injury. NASA's policy is to protect all personal health information within the guidelines of applicable laws while providing necessary information to rescue, health, and other personnel as needed. No information from a driver's physical examination form will be released to anyone except those with a bona fide need to know.

Information about your status with regards to an injury at the track or potential injury at the track will be released in detail to only those that need to know in order provide assistance in the situation. However, general statements may be made to others as the need arises. Examples of general statements include (but not limited to):

A) The driver is being transported for precautionary reasons.
B) The driver is being transported for minor injuries.
C) The status and condition of the driver is unknown at this time.

Safety Hazards

It is the responsibility of each participant to inspect **all** aspects related to the facility, rules, regulations, and/or instructions pertaining to the event (whether written or verbally stated). The participant is required to notify a NASA Official, without delay, of anything that appears to be a potential safety hazard. Failure to comply with this rule will be cause for permanent ejection from all NASA sanctioned activities, nationwide. Additionally, everyone involved should consider that no activity, facility, or system is 100% perfectly safe, despite all best efforts. Therefore, each participant is hereby notified that grave and unforeseen danger may exist in any activity, at any event, automotive related or otherwise.

Parents – Plea for Your Child's Safety.

Heed this warning: There is a very good chance that your child could be very severely injured even when playing safely in the paddock. A 3000-pound car traveling as little 5 MPH can critically or fatally harm your child. It is not uncommon for children, 5-8 years of age, to be playing in and around the cars parked in the paddock. There has already has been a number of times when children of this age group have darted out from the blind side of a parked car. Fortunately, no children have been harmed at any NASA event. With children in this age group, it is understood that they usually play safely on their own. Therefore, it is very easy to overlook the fact that the difference between harmless horseplay and severe injury is only a matter of a few feet and some unlucky timing. Lastly, it is for this reason (even more so) that parents that allow their children to ride bicycles in the paddock are not only breaking the NASA rules [Ref:(Bicycles, Skates, Moped, etc.- (PARENTS!): & 24.5)], they are also risking the loss of their child. NASA tries to host events that are fun and safe for the whole family to enjoy. Please help keep your child safe.

MISSION and PURPOSE

National Auto Sport Association: Mission Statement

National Auto Sport Association, PO Box 21555, Richmond, CA 94820 is a sanctioning body created to promote professional motorsports activities throughout the United States. The National Auto Sport Association (NASA) also serves to conduct, supervise, sanction, and organize professional auto racing and work in association with other professional road racing organizations, striving for the betterment of all aspects of motorsports. Some of these aspects include: advocating improved safety standards with more rigorous enforcement among all the professional sanctioning bodies; sharing new ideas in safety innovations, and disseminating important safety related data in an effort to alert other professional organizations of any new potential dangers. NASA believes in promoting safer driving on the highways, thus instituting an affordable program that allows enthusiasts a chance to enjoy their sports cars in a relatively safe and supervised environment, rather than on the street. NASA serves to benefit non-profit organizations by regularly hosting charity events to raise awareness of current humanity related issues, as well as improving the image of motorsports. NASA is an advocate of teenage driver improvement programs, and takes a firm stance when it comes to setting the examples of reliability, integrity, honesty, responsibility, and good sportsmanship.

Definition and Purpose of the *Club Codes and Regulations* (CCR)

The National Auto Sport Association (NASA) has established this publication, known as the *Club Codes and Regulations* (CCR), in order to set standards, rules, and guidelines that will function to govern NASA sanctioned motorsports activities in order to help promote safety and fairness in competition. The term CCR includes the appendices to the NASA *Club Codes and Regulations,* published addendums, and published rule updates found in *Speednews and SpeedEnews* (electronic version), the official National publication of the National Auto Sport Association.

NOTATIONS:

THIS NOTATION **[Ref:(x.y.z)]**

INDICATES:

"In reference to rules found in Section x.y.z of this publication." **The "x.y.z" should be an active hyperlink in the electronic version of this publication. Simply click on the notation.**

SIGNIFIES CHANGES

1.0 BASIS FOR COMPREHENSION

(Terminology and Definitions)

The following nomenclature, definitions, and abbreviations shall be used in this publication and any appendices, addendums, updates, entry forms, acceptance letters, and general use. Terms, phrases, abbreviations, and proper names that appear in any official NASA publication that is not defined or specified in any other NASA official publication shall be considered commonly known in the context of motorsports and/or pertaining to automobiles. It is the responsibility of the entrants, drivers, participants, and competitors involved to educate themselves as to the appropriate meaning of any aforementioned items when viewed in the context of their activity or sport. If an official clarification is needed, it is solely the competitor's responsibly to contact the NASA National office for a written statement of definition.

1.1 Activities

1.1.1 High Performance Driving Event (HPDE)

The terms "School," "Driving School"[Ref:(1.1.2)], and "Open Track"[Ref:(1.1.3)] are used interchangeably in this publication, except as where noted. Often times, all three terms are "generically" referred to as a "High Performance Driving Event" or (HPDE). "Hyper-Drives" are the same as an HPDE [Ref:(1.1.1)] but usually consist of just one session. This activity is usually used as an introduction into HPDE.

1.1.2 Driving School

The term "Driving School" refers to a NASA sanctioned and supervised driving event that includes basic instruction for beginners. These events are open to most street cars and all race cars. More advanced groups may be referred to as "Open Track Groups"[Ref:(1.1.3)].

1.1.3 Open Track

The term "Open Track" refers to a NASA sanctioned and supervised driving event for more advanced drivers with either street cars or race cars. This term is sometimes used to describe the more advanced "School" or "HPDE"[Ref:(1.1.2)] participant groups. There is no formal instruction, however there is supervision and strict rules. An Open Track event may have Instructors available to help drivers enjoy the event more safely. This type of event is not a contest. It is intended to be used by the Participants [Ref:(1.4.4)] for the enjoyment of driving their cars, and for the improvement of the driving skills in the hopes of becoming a safer driver.

1.1.4 Competition

Any high speed contest, where more than one (1) vehicle is on course at the same time, using predetermined rules specifying a format where Participants [Ref:(1.4.4)] are scored based on their performance, and recognition in high regards is given to the top finishers. "Race" and "Competition" may be used interchangeably within the context of this, and other related NASA publications, unless other wise clarified. "Drifting" is a form of HPDE [Ref:(1.1.1)], but includes competition. This form of competition may involve only one car at a time on a course. The object it to slide the car to earn "style points." All HPDE rules apply to Drifting. Drifting is similar to Auto-X, but it may take place on part of a regular road course as well as utilizing other paved areas.

1.1.5 Other NASA Activities

NASA offers a wide variety of driving programs throughout the United States including Rally Cross, Rally Sprint, Circle Track Racing, Hill Climbs, Autocrosses, Drag Races, Open Road Races, and more. Not all NASA Chapters offer all of these types of events. However, the rulebooks and descriptions are available from the local chapters, as well as from the national office and can be found online at http://www.nasaproracing.com.

1.2 Facility Terminology

1.2.1 Racetrack

The racetrack is defined as the actual racing surface where no speed limit exists, and is deemed a hazardous and restricted area [Ref:(1.2.2)] during events. The hot pits [Ref:(1.2.4)] are considered part of the racetrack, and are considered a Restricted Area.

1.2.2 Restricted Area

Any area that is off limits to the general public is considered to be a restricted area. Restricted areas may typically include, but are not limited to, the paddock [Ref:(1.2.5)], the racetrack [Ref:(1.2.1)], surrounding hillsides and terrain, and the hot pit lane.

1.2.3 Re-Entry (Head of Pit lane)

The exit of the hot pits leading onto the racetrack.

1.2.4 Hot Pits (Pit Lane)

The staging lane leading to Re-Entry [Ref:(1.2.3)] serves to refuel (when permitted), adjust, or repair a car during a session. Note: NASA or a sanctioned organization may impose special rules or speed limits for their events.

1.2.5 Paddock

The general term used to describe the allowed areas for the participants to park their vehicles, trucks, trailers, and motorhomes. This area is also used for repairing and preparing the vehicles between on-track sessions.

1.3 Membership Definitions

1.3.1 Member (in good standing)

A member is any person that holds a currently valid membership card issued by the NASA national office or by a recognized and approved NASA sanctioned organization. The term “in good standing” defines a member that meets these three criteria: 1) The person does not have any outstanding debts owed to NASA, any of its chapters, or any NASA sanctioned organization, affiliate, or sponsor. 2) The person has been a member for at least 30 days. 3) The person is not currently under suspension with NASA, any of its chapters, or any NASA sanctioned organization. Certain restrictions may be imposed on those members that are not “in good standing.”

1.3.2 Membership - Terms

NASA offers a National Membership Program, which means that one membership fee provides the member the opportunity to participate in any NASA sanctioned event anywhere in the country. The number printed on the card indicates the NASA Identification Number (membership number). A membership is valid through the

expiration date indicated on the card. All regular members in good standing [Ref:(1.3.1)] will receive a *Speednews* or *SpeedEnews* (their choice), the official national publication of NASA.

Additionally, all members agree to allow NASA to use their name and / or likeness of themselves and their guests while attending NASA events for marketing purposes. All members agree to accept occasional announcements pertaining to NASA related activities or offers via mail or email. Note: NASA does not sell, lend, or give-away any information about any member to sources outside of NASA (not including to authorities on demand). Furthermore, all NASA members agree that any and all video footage and / or still photographs may be held by the NASA administration for certain purposes such as accident investigation.

1.3.3 Membership - Car Club

Bonafide car clubs with at least 100 current members may obtain a NASA sanction for their club for a nominal administrative fee. This will introduce a long list of benefits available to that club. A complete list of benefits can be obtained by visiting http://www.nasaproracing.com or by contacting the NASA office.

1.3.4 Membership - Associate

All of the members of any NASA sanctioned car club will automatically each be given associate membership status, thus making them eligible to participate in any NASA event anywhere in the country. This membership has all the same privileges as a regular membership, except a subscription to *Speednews* or *SpeedEnews*, NASA's official monthly publication. *Speednews* or *SpeedEnews* will be sent to the officers of the club. Each month, the editor of the club may reprint any pertinent information in the club's own newsletter. Normally, no membership card is issued to associate members because their own club's membership card will be recognized. Only the national office may grant associate member privileges.

1.3.5 Member Car Club Insurance (Optional)

A NASA sanctioned club may, at its option, be allowed to purchase Commercial General Liability insurance, Autocross insurance, and many other types of insurance that are very hard for a small club to afford. This insurance is available because NASA owns an annual policy, which is normally cost prohibitive for smaller sized organizations. However, each "smaller club" is only required to pay a small amount based on their size. This is strictly a free benefit. There is NO "markup" on the insurance premiums. [Note: In some cases there may be some small administrative costs associated with facilitating some requests.] There are many other benefits that NASA offers for all member clubs. A complete list of benefits can be obtained by contacting the NASA office.

1.3.6 Membership Renewal

A member may renew at anytime. However, the national office must receive a renewal fee (equal to the amount of the membership fee, unless otherwise published) by the indicated expiration date to ensure that no issues of the monthly publication will be missed. All entrants that participate in NASA sanctioned speed events must hold a currently valid membership status, issued by the NASA national office or by a recognized and approved NASA sanctioned organization. This is strictly the member's responsibility. If a member is found to have participated in a NASA sanctioned speed event, or any event where membership is required, and that person has allowed their current membership status expire (as defined in this section), that person will be subject to harsh penalties.

1.3.7 Membership Revocation

NASA is a private club. However, no persons will be denied membership for any reason whatsoever, providing that they pay the proper membership fees. Additionally, the Event Director(s) and Regional Director of each chapter reserve the right, and have been granted the authority, to place members on probation and suspension for disciplinary reasons. A Regional Director can also request that a member be permanently expelled from all NASA chapter activity. The Executive Director will make the final decision on any case involving permanently expulsion. The request of permanent expulsion will be upheld unless a gross injustice is obvious, in the opinion of the Executive Director. The Executive Director reserves the right to enforce, to modify, or to deny the permanent expulsion. Any member that is permanently expelled from NASA will have their membership fee returned on a prorated basis. No other fees will be returned. Upon expulsion, all NASA chapters, any NASA sanctioned organization, affiliate, and other sanctioning bodies will be provided details.

1.4 Administrative Terms

1.4.1 National Appeals

In cases where penalties and/or disciplinary action has been taken against a NASA member in good standing by an Event Director [Ref:(2.8.2)]) or a Regional Director [Ref:(2.7.5)], that member has a right to make an appeal to the Executive Director [Ref:(2.7.1)]), providing that the member complies with the applicable portions of the CCR Appeals Section #17.5.4 and that appeal is not prohibited by any applicable class rules.

1.4.2 Race Car / Competition Vehicle

For the purposes of this publication, the terms “race car” and “competition vehicle” may be used interchangeably, unless otherwise specified. Generally speaking, both terms refer to any four wheeled, motorized vehicle possessing adequate safety equipment to meet the standards for a given type of contest. This does not imply that every participating vehicle meeting this definition is engaging in a contest. This section does not change any part of the definition of the term (or any similar term): “a vehicle that was designed principally for use on public roads or highways.”

1.4.3 Entrant

An entrant is any person that is registered as a driver for each event.

1.4.4 Participant

A participant is any of the following:

1. Any person, entering a restricted area during the event hours, possessing the proper wristband or credentials, is considered to be a participant.
2. All entrants of each event are considered to be participants from the time that they enter the facility on the day of the event until they are finished with all activities related to the day’s event.
3. Any person that is, or will be, engaging in any physical activity pertaining to the event, including but not limited to, performing (or assisting in) work on vehicles and/or machinery, or using any tools during the event hours as defined by the published schedule.
4. Any NASA authorized members of the press, photographers, and television crew during the course of their duties.

1.4.5 Waiver

The term “waiver” refers to the NASA issued participant liability release, unless otherwise stated in context. All participants must sign and submit a waiver to Registration [Ref:(2.8.5)] before any participation.

1.4.6 Event Director

The term “Event Director” is used as a generic term meaning the person in control of the event that possesses autonomous power. This term may be used to **denote the “Race Director,” “Competition Director,” or the “School Director”** as needed, or indicated in context. See section [Ref:(2.8.1 - 2.8.2)].

1.4.7 Control / Race Control

“Control” refers to the collective set of Officials that are in charge of the full course conditions, controlling the scheduled activities, maintaining a written record of incidences, communicating with each turn station, dispatching the emergency crews, and function as the central hub of information distribution as needed. Control is typically staffed with the Chief of Communications [Ref:(2.10.1)], a Violation Controller [Ref:(2.10.6)], an Operating Steward [Ref:(2.10.12)], and the Event Director [Ref:(2.8.2)]. See “OFFICIALS AND THEIR DUTIES” Section [Ref:(2.0)].

1.4.8 Driver Review

The Event Director shall have the power to convene a meeting to review a driver’s conduct, car legality, driving record, or other such matters. Such a meeting shall have the power to review eyewitness’ testimonies and the driver’s previous history in order to invoke penalties.

1.5 Sponsors

Sponsors offering cash or prizes to the competitors in exchange for services, such as advertising, are considered to be independent contractors. Each competitor that chooses to participate in a contingency award program accepts liability and responsibility for collecting his/her prize(s) or prize money. NASA makes no claims and takes no responsibility for said sponsors, and makes no guarantee or warranties (implied or otherwise) in any regards. Competitors that wish to participate may be required to register directly with the sponsor, and are solely responsible for collecting their prizes or prize money.

2.0 OFFICIALS AND THEIR DUTIES

2.1 Purpose

The purpose of this section is to provide participants with a better understanding for the nomenclature used concerning event Officials, their titles, and a brief related description. It should be noted, that nothing in this section constitutes a rule of any kind, nor makes any guarantees of any type, since this is simply a guide to aide in the understanding of terms. There is a separate publication ("Official's Manual") specifying the exact, and detailed, duties of each Official's position, and the exact procedures to be followed. The ("Official's Manual") contains information regarding training requirements, guidelines, and procedures.

2.2 Conduct of Officials

Officials shall conduct themselves in accordance with all of the rules and regulations found in the CCR. Officials that are on duty shall conduct themselves with exemplary and professional behavior, and shall be an example for the participants. The Officials are as much a part of a sporting event as the competitors and shall be bound by these rules in the same manner. Any Official that has been found to have made a mistake, yet acted in good faith, shall not be punished, however may be assigned to other duties or sent for more training as necessary.

2.2.1 Misconduct

Any NASA Official that has been found (in connection with NASA) to have violated any governmental laws, acted in bad faith, showed bias, or willfully attempted to cause detriment to a competitor, may be reported to the Regional and Executive Director. The Executive Director may evaluate the case, and if deemed to be sufficient cause to believe that the Official in question was involved in any of the aforementioned accusations, the Executive Director may convene a meeting with National Chairman and the Regional Director. Other consultants may be invited as necessary. Upon conclusion of the meeting the Executive Director will carry out the agreed upon course of action which could range from a reprimand to permanent expulsion, and notification of governmental authorities if applicable.

2.3 Required Officials

There should be at least two (2) NASA Officials present, in addition to other Officials as necessary, at all NASA sanctioned events. The NASA organization that is hosting the event may be required to reimburse the NASA Officials for their expenses such as meals, lodging, gas, etc. Note: This subsection does not apply to banquets, picnics, seminar, etc. (basically, any non-driving event).

2.4 Plurality of Duties

The same person may hold more than one Official position except that the Chief Instructor and all Instructors shall have no plurality of duties, except on rare occasions whenever staff is short, and there are no other practical choices.

2.5 Separation of Duties

An Official shall not perform duties other than those clearly attached to his/her appointment unless emergency conditions warrant or specifically instructed to do so by the Event Director. Under no circumstances should a supervisor allow an underling Official to perform tasks involving risk of life and limb without possessing the proper certification or authorization. Under no circumstances should a supervisor allow an underling Official to use tools, equipment, or operate an official safety vehicle without possessing the proper certification or authorization.

2.6 All Officials- General Philosophy

All Officials shall be trained and licensed (where required) before being allowed to perform official duties. All Officials-in-Training should be supervised. All Officials shall strictly adhere to these two basic rules.

1. **Friendliness.** All Officials shall be friendly and courteous to all NASA participants. Participants are valued members. If an Official has a problem with a member, refer them to the Event Director. Under no circumstances shall an Official be rude, sarcastic, or impolite to any NASA member. Disputes with other Officials shall be settled quietly and in private. Any unresolved problems should be reported to the Event Director.

2. **Maintaining the event schedule.** Events should be carefully planned with group count in mind, as well as other factors such as: the mixture of classes, the run group order, etc. It is understood that the schedule is tentative. Publishing the schedule to participants before the event is not required, but it is permitted.

Any problems that result in loss of time will adversely affect the schedule. NASA runs on schedule to ensure the satisfaction of its valued members. Minor track clean up problems can usually wait until a break in the schedule, or the end of the day. Major clean ups must be dealt with quickly. Officials should enlist the help of as many other Officials as possible, and implement an organized effort.

2.7 Executive Administration

2.7.1 Executive Director

The Executive Director has total executive authority, nationwide, over all chapters, Officials, and all matters of any nature pertaining to NASA issues, except whereas stated in this subsection. The Executive Director's power to govern matters pertaining to any individual chapter shall only be limited by any applicable governmental laws, or by any terms set forth in any written contract made between the NASA National Office and the Regional Director of that Chapter. The Executive Director will make judgments, definitions, determinations, clarifications, and settle all presented appeals. The decisions of the Executive Director are the final rulings and cannot be appealed. The Executive Director is Jerry Kunzman, National Auto Sport Association, P.O. Box 21555, Richmond, CA 94820.

2.7.2 National Chairman

The National Chairman is appointed by the Executive Director and is responsible for the general health, welfare, and image of NASA on a national scale. He/she holds this

position to oversee each division and ensure that the national marketing program, sponsorship program, and current projections are being met. Additionally, he/she is in charge of marketing and promotions for all series on national tour. He/she may also function in any capacity, on any level, as called upon to do so, by the Executive Director.

2.7.3 Chief Divisional Director

The Chief Divisional Director oversees all of all of the Divisional Directors (or NASA regions directly, if they do not have a Divisional Director assigned). All Divisions will be defined by the Chief Divisional Director and must be approved by the Executive Director. Note: The divisions may be reapportioned from time to time at the discretion of the Executive Director.

2.7.4 Divisional Director

A Divisional Director shall oversee the operation of all of the NASA regions within a designated area of the United States of America. The Divisional Director's duties and authority shall be limited in scope. The main duties are 1) periodically observing each chapter's operation, 2) to assist and promote newly formed chapters, and 3) report to the Chief Divisional Director any unresolved inconsistencies with the rules. The Divisional Director's main scope of authority is defined by the following guidelines. 1) Perform mediation between regions and during inter-region events. 2) Order compliance with rules when necessary. 3) Define areas for viable new chapters. 4) Carry out special requests made by the Chief Divisional Director, using as much authority as necessary, up to the level authorized by the Executive Director, under (and limited to) the special circumstance.

2.7.5 Regional Director

The Regional Director has total authority over all officials within his/her assigned chapter(s). He/she is responsible to oversee all aspects of the events conducted by his/her chapter(s). The Regional Director shall particularly oversee the appointment of a Race Director(s) and School (HPDE) Director(s). He/she will also ensure that all events are run in accordance with all* rules set forth in the CCR. *[Some allowances can be made, with authorization from the Executive Director, but only with respect non-safety related items.] The Divisional Director may, from time to time, make observations and recommend corrections for those things that he/she deems to be in nonconformance with these rules. Should the Regional Director fail to properly make the corrections requested to be in compliance with these rules, the Divisional Director should make a detailed report to the Chief Divisional Director. The Divisional Director has no authority to set mandates upon any Regional Director, except in the course of duty as specifically assigned and authorized by the Chief Divisional Director. The Regional Director must comply in cases where the Divisional Director makes mandates upon the region that are necessary to carry out the assignment from the Chief Divisional Director.

2.8 Event Administration

2.8.1 Race Director/School Director

For the purposes of this publication, the terms "Race Director," "School Director," and "Competition Director" will often be referred to generically to as "Event Director." The actual title referred to in any case can be determined from the context of the section indicates. The term "Competition Director" is generally considered to be the same as the term "Race Director," unless otherwise distinguished. [Note: In some sanctioned events

the Regional Director may appoint more than one Race Director, and define separate duties for each.] A Race Director may assign a portion of his/her duties to an appointed "Assistant Race Director" or "Competition Director." In either case, the Race Director is held totally responsible for the actions and decisions of his/her appointees.

2.8.2 Event Director

The "Event Director" (Race Director/School Director) has executive power and authority over all local event Officials, except for the Regional Director (if present). The Event Director controls all aspects of the event, and shall be the executive responsible for the general conduct of the event in accordance with the CCR. The Event Director will settle legality issues (with respect to compliance with NASA rules), or disputes of any nature, and ensure fairness in competition. He/she may be the sole interface with the track management, if authorized by, or in the absence of, the Regional Director.

Should there be more than one Race Director, or a Race Director and a School Director officiating at any given event, each Director will control and direct his/her part of the event. However, all Directors must make decisions with great care, so as not to affect the other portions of the event. Should a situation arise where every practical decision will affect one or more of the other Directors, a brief meeting with the all Directors shall be assembled to work out a solution. This means that each Director will likely be called upon to compromise. Because NASA places great emphasis on working together as a team, it is expected that the Directors should have no trouble working out a solution. If there is a point of impasse reached, then the Regional Director will settle the matter. If the Regional Director is unavailable, then the Director with the most seniority shall make the decision. However, he/she will be held accountable for that decision.

2.8.3 Chief Instructor

The Chief Instructor shall oversee all Instructors, program implementation, curriculum fulfillment, licensing program, instructor training programs, and settle any conflicts that may arise between Instructors and students.

2.8.4 Event Chairman

The Event Chairman is responsible for most of the pre-event planning, which includes overseeing pre-registration programs, determining driver and vehicle eligibility, and car classifications. During the event, the Event Chairman shall oversee registration, and handle matters of dispute as requested by other Officials.

2.8.5 Registrars

The Registrars are responsible for implementing the proper registration procedures for each event, as set forth by the Event Chairman. The Registrars shall process entries as quickly as possible, because they will be required to serve a high volume of people in a short period of time. They will also function as "Race Central" where participants as well as spectators will be able to obtain information. Additionally, the Event Chairman may add or subtract duties as needed to best adapt to changing conditions.

2.8.6 Timing and Scoring

2.8.6.A Methods:

Timing and/or scoring methods are optional. The Race Director may choose any method (conventional or unconventional). The method chosen may be implemented either in full or in part, or modified or discarded at any time, at the discretion of the Race Director. With regards to this section, the Race Director has the option of temporarily

assigning all decision making power to the Assistant Race Director or the Event Chairman.

2.8.6.B Suggested Duties of Personnel:

1. Time all practice sessions whenever practical. This will function to test the systems, the in-car transponders (where applicable), and allow practice for less experienced personnel.
2. Post the practice times in the specified location, and have an announcement made stating where the results are posted. When using transponders, cars that are not being picked up by the antenna should be indicated on the practice results.
3. Ensure that all qualifying sessions are properly timed.
4. Make corrections to qualifying if necessary and rearrange the classes and/or groupings to reflect proper grids, if necessary.
5. Post the starting grid, with qualifying times in the specified location, and have an announcement made stating where they are posted
6. Make three copies of the grid order for each group and have them sent to the Grid Marshal, as soon as possible.
7. Ensure that the races are properly scored, the results are properly posted, and request announcements to notify the drivers that the race results are posted.
8. Use the recent race result to form the grid for the next race when applicable. Rearrange the classes and groupings to reflect proper grids, if necessary, label this sheet as "Starting Grid for Race 'x'". Then post it, have it announced, and send three copies to the Grid Marshal.
9. Ensure that there are at least two (2) backup scoring methods for each race whenever possible and applicable.
10. In case of a photo finish, all T&S Officials that were timing and/or scoring the race should be polled to determine the winner. In the case of a tie vote, the matter will be immediately turned over to the Race Director.
11. Ensure that all documents have the correct date on them. Supply copies or originals of all documents to the Event Chairman or Race Director.
12. File a list of needed supplies, and notes regarding any problems that were encountered with the Event Chairman before final departure for the weekend.

2.8.7 Paddock Marshal

The Paddock Marshal shall ensure that the paddock rules are enforced and issue polite verbal warnings to any violators. Any violators failing to comply with the paddock rules after being properly warned shall be brought to the attention of the Event Director. The Paddock Marshal will check the paddock for debris at the end of the day.

2.9 Emergency Response Personnel

The term "Emergency Response Team" is used generically in certain sections of this publication, within context, to indicate any personnel or team of personnel found in this section.

2.9.1 Medical Director

The NASA Medical Director should be a Doctor of Medicine (MD) [although some exceptions may apply. i.e. Physicians Assistant (PA), as law allows], and will be issued proper credentials, uniforms, and radio gear, as well as special lights and/or other identifying symbols for his/her vehicle so that their response to the scene is not impeded. All other NASA medical staff (including other NASA Official Physicians) will be under the

Medical Director's charge. The Medical Director should check in with the other medical staff each morning, to verify the staffing, and to discuss any pertinent details of coordinating the rescues for that day. A daily protocol should be established (or reviewed) so as to ensure that responses are well coordinated, timely, and safe; and the patient can receive the best possible care. The NASA Medical Director of the event may govern any and all medical matters, actions, and decisions. The Medical Director may exercise total authority over all aspects of the event as necessary, to the extent of the law, should a medical matter justify the need.

2.9.2 Medical Staff- Defined

A typical medical staff may include the following: A Medical Director, a secondary physician, a Nurse, an EMT, a mobile Advanced Life Support system staffed with two (2) paramedics (depending on applicable laws, an alternative staff may be one (1) paramedic and one (1) EMT), and Safety Team Medical Response Coordinator (not necessarily certified in any type of medical discipline).

2.9.3 Emergency Response Coordinator (ERC)

The Emergency Response Coordinator should respond to all scenes; and in particular, any incident that involves possible injuries, heavy impacts, rollovers, or any other types of situations that may require a lengthy time in the field. The ERC may use a Safety Car or accompany one of the Emergency Response Teams. The ERC may be part of an existing Emergency Response Team, as CCR Rule #2.4 allows; however, it is not recommended. The main functions of the ERC are to 1) Report information to Race Control [Ref:(1.4.7)] (Operating Steward) from the scene. 3) Observe and note the details of the scene and the actions of personnel. The ERC will 1) Report the initial details to Race Control (Operating Steward) from the scene. 2) Relay all requests made by the Emergency Response Teams. 3) Relay the basic plans of action for each team. 4) Inspect track and barrier conditions when all teams have completed their work. 5) Provide constant updates on time estimates.

The ERC will monitor the overall details of the entire scene, and make notes concerning the general operation of all emergency personnel on site and the procedures that were implemented. Additional notes will be taken that include details such as flagging conditions, potential hazards and possible overlooked dangers, which person performed which tasks, the incremental times for each procedure (estimated), and the total cleanup time. The notes and report should be in chronological order. Notes may be made using a tape recording device. However, if such a device is used, it should be checked for proper function after each call. Additionally, a fresh set of batteries should be installed before each event, and spare batteries should be easily accessible. Note: The ERC's reports are considered crucial in analysis and for improvements.

2.9.4 Safety Team Chief – On Course Response

The Safety Team Chief is responsible for all aspects of the Course Response procedures set forth in the "Official's Manual." Specific duties include (but not be limited to) staffing the Safety Truck(s), and overseeing and directing the Safety Team. Other Chief duties include conducting accident investigations, filing incident reports, and ensuring that the Safety Truck is properly equipped and maintained. The Chief will assume the roll of ERC should one not be present on the scene, or may elect to appoint another qualified member of the Safety Team to act as the ERC. Therefore in the absence of an ERC, the Safety Team Chief (or appointee) will do the following: Make scene assessments, report conditions (repeated periodically) to Event Control (Operating Steward); and request any additional resources and/or course control flags

from Operating Steward if warranted. As the temporary ERC, the Chief will make notes with regards to flagging conditions, potential hazards and possible overlooked dangers, which person performed which tasks, the incremental times for each procedure (estimated), and the total clean up time. The notes and report should be in chronological order. Notes may be made using a tape recording device. However, if such a device is used, it should be checked for proper function after each call. Additionally, a fresh set of batteries should be installed before each event, and spare batteries should be easily accessible.

2.9.4.A Safety Team

The Safety Team is ideally comprised of four specialties. 1) The Chief or Assistant Chief of the team. 2) The Team Fire Suppression Expert 3) The Team Medical Response Coordinator 4) The Team Extrication Coordinator. Other personnel are on standby and can respond initially; or are called in to help, and/or respond with the second Safety Truck with additional / backup equipment including more fire fighting gear. A crew for cleaning the track and pickup debris can be brought out initially or called in on the second unit.

2.9.5 Chief of Emergency Towing – On Course

The Chief of Emergency Towing is responsible for all aspects of the On Course Response procedures set forth in the "Official's Manual," utilizing a properly equipped and staffed Tow Truck that is capable of completely lifting and transporting cars weighing 3600 pounds. Specific duties shall include (but not be limited to) staffing the Tow Truck, and overseeing and directing the Tow Crew. Without an ERC or Safety Team present, the Emergency Tow Crew Chief will perform the following: Make scene assessments, report time estimates to Race Control, request any additional resources and/or course control flags from Race Control if warranted. Additionally, the Chief should determine the safest and least time-consuming procedure to retrieve the vehicle and driver, give instructions to the driver being towed, and inform Race Control of the intended plan.

2.9.6 Safety Car - Driver

The Safety Car Driver will be responsible for transporting needed personnel to and from the scene of an incident. These personnel might be extra hands needed for clean up, extra medical personal, the Medical Director (which usually has his/her own marked car), and/or other necessary Officials. The Safety Car must have a red (denotes a director) or yellow colored light to distinguish it from the Pace Car (blue light). The Safety Car Driver may be called upon to transport a variety of personnel at any time (such as exchanging relief Course Officials to each corner), under a variety of track conditions. Therefore, only an experienced and trained driver should be assigned this task.

2.9.7 Pace Car - Driver

The Pace Car Driver is responsible for the safe operation of the Pace Car at the direction of Control. The Pace Car Driver must take steps to ensure that the Pace Car is in good working order, is mechanically safe for the rigors of on-track driving, is properly equipped (per the "Official's Manual"), and is displaying a blue (preferred color) light on the roof.

2.10 Event Control Operations

2.10.1 Chief of Communications

The Chief of Communications (CC) is responsible for communicating with all Course Officials, including the Starter and the Re-Entry Marshal (Note: In some cases, the Operating Steward (OS) will communicate with Re-Entry). The CC is responsible for relaying information regarding course situations, incidences, and major schedule deviations to OS (or the Event Director, in the absence of the OS). The Chief of Communications will also be responsible for keeping the official time and making minor adjustments in the schedule whenever necessary. Major adjustments require the approval the Event Director. The Chief of Communications (or OS, if applicable) shall keep the Re-Entry Marshal informed of the countdown time (number of minutes before the next grid can be released onto the course).

The Chief of Communications must ensure that a Course Officials' (Flaggers) meeting is held each morning. Attendance, turn assignments, and special instructions should be reviewed during the meeting. All Course officials that are new to NASA must identify themselves to the CC before or during the morning meeting.

2.10.2 Starter

The Starter is responsible for displaying the proper flags from the position assigned by the Chief of Communications. This position is usually located at (or near) start/finish. The Starter will function under the direction of the Chief of Communications, however the Starter may display an appropriate flag(s) for a local incident at his/her discretion. The Starter should make use of full set of flags and follow the applicable procedures as listed in the CCR. Note: On occasion, and with proper notification given to all stations, the Race Director may speak directly to the Starter, using the communication system, in order to aid in the proper starting of the field. This is usually only implemented when special instructions or circumstances prevail.

2.10.3 Course Officials (Flaggers)

Course Officials are responsible for displaying the appropriate flags throughout the event to keep the drivers informed regarding conditions of the track and the approaching traffic. Additionally, they should effectively communicate all incidences and track conditions to Control. Course Officials shall man the assigned flag stations at the direction of the Chief of Communications. They should attend the mandatory Course Official's meeting(s) at each event. Note: All Course Officials that are new to NASA must identify themselves to the CC before or during the morning meeting. All Course Officials should be properly trained before being stationed in an unsupervised position.

2.10.4 Observers (Optional)

Observers may be stationed around the course to monitor and record or report any incidents or safety violations. Course Officials may also serve as observers.

2.10.5 Announcer

The Announcer(s) should use the public address system to disseminate information to the participants and spectators whenever required by the Event Chairman, and as requested by various Officials throughout the event. Announcements may include calling groups of drivers to meetings, as well as planned periodic announcements giving information about the sponsors of the event. An Announcer may also describe the events that are taking place on the track for the benefit of the spectators and

crewmembers. This section, or any part of this section should not be used to limit the scope of the type, kind, or wording of the announcements, nor used to limit the frequency (Ref: timing not Hz) with which they are broadcast. Additionally, the announcer is responsible to ensure that the American National Anthem is played at a time that is predetermined by the Event Director. If the Event Director does not, or cannot specify a specific time, the Event Chairman may make this decision. Generally, the American National Anthem is played before the start of the first "main" or "featured" race. During the presentation of any National Anthem all Officials should cease actions*, remove their hats, and face the displayed flag (if one is flying). * Note: ERT members involved in important or critical work should continue with their duties.

2.10.6 Violation Controller

2.10.6.A (Non-Competition Events)

The Violation Controller should record all violations, and should inform the Chief of Communications of all violations that may warrant a black flag to be issued. When a violator reports to the Black Flag Station, the Violation Controller will inform the Official manning the Black Flag Station of the violation, and the number of previous offenses recorded that day. The Official manning the Black Flag Station will **politely** issue the proper reprimand as follows:
First offense of the day: Warning.
Second offense of the day: Exclusion for the remainder of that session.
Third offense of the day: Exclusion for the remainder of that day (only issued with the approval of the Event Director)

NOTE: **All body contacts** shall be reported to the Event Director immediately.

Offenses Defined (HPDE / Open Track & School Groups 1-3):

- Body Contact.
- Passing under any yellow flag.
- Passing in a no-passing zone.
- Unauthorized counter-course driving.
- Striking barriers or other track objects.
- Spinning out.
- Four wheels off track.
- Repeated two wheels off track
- Over aggressive driving.
- Over aggressive passes.

Offenses Defined (HPDE / Open Track / School Group 4):

- Body Contact.
- Passing under any yellow flag.
- Unauthorized counter-course driving.
- Striking barriers or other track objects.
- Over aggressive driving.
- Repeated spinning out.

2.10.6.B (Competition Groups)

The Violation Controller should record all violations, and should inform the Race Director of all violations that may warrant penalties to be issued.

Offenses Defined (Competition Groups):

- Excessive Body Contact.
- Passing under any yellow flag.
- Unauthorized counter-course driving.
- Over aggressive driving.
- Illegal starts.
- Illegal blocking [Ref:(25.4.4)]

2.10.7 Chief Steward

The Chief Steward is responsible to ensure that the entire event is fully staffed with an adequate amount of Officials for each needed position. He/she should ensure that critical assignments or crucial positions are not staffed with Officials that are unsupervised and / or not properly trained for the task. The Chief Steward is also responsible for ensuring that each Official is relieved for breaks and lunch, and that they have an adequate amount of water with them. There are many facets to this job that cannot be listed; however the basic requirements are proper staffing and seeing to it that each Official is cared for throughout the course of the event.

2.10.8 Grid Marshal / Pit Marshal

The Grid Marshal is be responsible for traffic flow in the pit lane, and will oversee the duties of the Pre-Grid Marshal. The Grid Marshal shall see to it that the Pre-Grid Marshal is stationing the proper group at the proper time. Once the cars have been pre-gridded, the Grid Marshal will review the list to ensure that all of the competition vehicles are properly positioned. The Grid Marshal is responsible for stopping the cars on course in the proper location for a standing start. Once the grid has been formed the Grid Marshal shall signal the Starter.

2.10.9 Pre-Grid Marshal

The Pre-Grid Marshal is responsible for setting up the grid layout and space numbers, checking all cars for the proper event/group identification stickers, checking the drivers for proper attire. The Pre-Grid Marshal is required to obtain grid-order sheets and an entry list from registration or T&S. Generally, the Pre-Grid Marshal shall NOT direct the competitors to a particular space on the grid. He/she should ensure that all qualifying results are properly posted so as to aid the competitors in obtaining their proper grid space number. It is the competitor's responsibility to grid their vehicle in the proper space number.

2.10.10 Re-Entry Marshal

The Re-Entry Marshal shall be responsible for communicating with Event Control, so as to keep the grid informed of the time remaining before they will be expected to enter the course. He/she will generally control the traffic entering onto the track. During HPDE (non-competition sessions) the Re-Entry Marshal should hold vehicles in the pit lane until traffic conditions present a safe window to release them. Normally, during sessions allotted for the competitors (not HPDE groups), the Re-Entry Marshal will NOT hold cars from (re)entering the track during their session. Certain deviations from this rule are found in the Endurance Series Rules, which supersede the corresponding rule(s) found here. Additionally, the Race Director may have vehicles held for assistance in entering the course, should conditions warrant.

2.10.11 Splitter (obsolete as of January 2001)

Note: This position has been officially eliminated, as the competitors are responsible and capable of coming into proper formation without the aid of a Splitter. Note: Under special circumstances a Splitter MAY be used at the discretion of the Race Director. If used, the Race Director should publish the description verbally or in writing to the competitors.

2.10.12 Operating Steward (OS)

The OS is responsible for the communication with the Emergency Response Coordinator (ERC), dispatching and coordinating Emergency Response Teams, and keeping the event running as close to the schedule as possible. The OS stations himself/herself next to the Chief of Communications, so as be able to effectively communicate during the event.

He/she will obtain information either by listening to the course communication and/or from the Chief of Communications. Whenever an incident requires Emergency Response Team involvement, the OS will turn off any listening device(s) and focus his/her attention solely on the radio communication to the ERTs (in particular, the ERC; whenever the ERC is involved). During an emergency response effort, it is the duty of the OS and the ERC to establish a communication link between the incident scene and Event Control. This is one of the most critical elements of the "hot-call', as it functions as the lifeline between the teams and the control of the event.

The OS reports to Race Director, and normally will make decisions as a race director, should the race director be unavailable. Whenever a Race Director is present (or available), the OS will consult the Race Director regarding operational decisions that may affect the schedule or the competitive aspect, such as ordering an early Checkered Flag, utilizing a pace car vs. Black Flag All during a qualifying session, etc.

2.11 Technical Compliance Specialists

The Chief Scrutineer shall oversee the Tech Inspectors and Impound Inspectors. He/she will be responsible for researching and documenting disputes and matters of legality with regards to vehicle class specifications and vehicle safety equipment compliance.

2.11.1 Chief Scrutineer

The Chief Scrutineer supervises all Tech Inspectors and will make the ultimate decision as to which issues of legality will be reported to the Race Director. He/she should always notify the competitor in question before notifying the Race Director.

2.11.2 Tech Inspectors

There are generally five different types of technical inspection. Each Tech Inspector usually has a different area of expertise, and the Chief Scrutineer should make an effort to utilize each Inspector for their particular expertise.

A) HPDE / **School Car Inspector:** Most of these cars are street driven, and fairly simple to inspect, therefore it is required that all Tech Inspectors participant in these inspections, in the interest of time. All of these cars are typically inspected between 7:00 AM and 8:00 AM. or as specified in the Supplemental Regulations of the event. All of the Tech Inspectors should arrive before this time, unless otherwise excused by the Chief Scrutineer.

B) Competition Vehicle Certification Inspector: All types of tech inspections, except as noted in paragraph "A" of this section, are all performed on competition vehicles (meaning the cars that are actually enrolled in competition). All of these cars should have a current NASA Competition Vehicle Logbook. Vehicles that do not have a logbook must have an extensive inspection performed by a qualified Tech Inspector or NASA certified shop. The details are listed in Section "16.0 VEHICLE SAFETY INSPECTION."

C) Competition Vehicle Tech Inspector: If the driver presents a NASA Competition Vehicle Logbook, the Inspector should look through the pages containing information from the last few events. If there are notes indicating that items must be fixed, then the Inspector should inspect the car to make sure those items are corrected.

D) Safety Equipment Inspector: Surprise safety inspections are done on a regular basis. This means that the Tech Inspector should be trained in the inspection process of the basic required safety items, such as the roll cage, window net, fire extinguisher, etc. Any items that fail to meet specifications should be noted in the Competition Vehicle Logbook and pointed out to the Chief Scrutineer. The Chief Scrutineer will make a decision as to whether the problem is small enough to allow the driver to continue for that event. In some cases the problem may be too severe and the driver may not be allowed to continue. The Chief Scrutineer should notify the Race Director so that he/she may decide if the infraction warrants a penalty.

E) Impound Inspector: These inspections are performed on the competition vehicles immediately following any qualifying session or race. The purpose of this inspection is to ascertain the legality of the modifications that were made to the vehicle. This is usually a job for a highly skilled Master Technician. If an inspector finds something on a car that he/she believes is illegal by the class rules, they will ask the competitor to provide proof of its legality. If the competitor cannot prove its legality to the satisfaction of the inspector, the inspector will inform the Chief Scrutineer. After examining the part(s) in question the Chief Scrutineer will inform the competitor of the possible penalties, if applicable. If the competitor does not dispute the illegal finding (by way of Appeal Form (section #[Ref:(17.5.3)]), the penalties should be submitted to the Race Director. If the competitor disputes the findings, opinion, and / or interpretation of the Inspector, the competitor may make an appeal providing that the competitor follows the guidelines listed in Appeal Section [Ref:(17.5.3)].

HIGH PERFORMANCE DRIVING EVENT (HPDE)

(SCHOOL / OPEN TRACK)

MANDATES OF THE MAGISTRATE

"Where there's a rule, there's a way"

HPDE PREFACE
For The Novice HPDE Driver

Obviously, NASA cannot guarantee every person's safety when doing things of this nature. However, NASA has one of the best safety records in the business. Safety is no accident, and an outstanding safety record comes from having an outstanding team of Officials. The NASA Officials' prime objective is to help the participants enjoy their day safely. This means that they may have to send a few "bad apples" home early in order to protect the "adults" in the program. This has been NASA's basic philosophy since its inception as a fledging car club in 1989.

NASA offers these HPDE programs for a very good purpose. The Mission Statement on the first page of this book tells it all. Those that have taken the time to read the Mission Statement will likely find themselves becoming a much better and safer driver. They will probably be more confident behind the wheel, with better car control skills, much more awareness, and the best thing is that they will have the time of their life, learning it the easy way. –Jerry Kunzman, Executive Director / CEO.

3.0 HPDE RULES AND REGULATIONS

3.1 Purpose and Philosophy

The purpose of a High Performance Driving Event (HPDE) is to provide NASA members with a non-competitive and controlled environment, where they can enjoy their cars more safely, and with the hopes that they will improve their driving skills. Novice drivers are required to successfully master the basics before they are allowed to drive in an intermediate level group. All drivers are required to operate their vehicles within the rules, and within the limits of the marked course. Failure to do so compromises the integrity of the program and will not be tolerated. The NASA administration strives to promote qualities like good judgment, responsibility, and safe driving, both on the track and on the highways. The HPDE program has proven that drivers of young and old alike, can share the tremendous enjoyment of "pushing the envelope" while learning just as much about themselves, as they do about their cars.

3.2 Definition and Terms

This section contains the rules that govern non-competition events. The terms "School," "Driving School" [Ref:(1.1.2)], and "Open Track" are used interchangeably in publication, except as where noted. Often times, all three terms are "generically" referred to as a "High Performance Driving Event" or (HPDE).

3.3 Program Overview and Intentions

Most NASA chapters host a wide variety of HPDE type events each year, with some chapters hosting events year round. These events range in price and available space. Each chapter sets their own schedule, and each format may vary slightly. However, it is the intent of all NASA Chapters to uniformly enforce the safety, eligibility, and personal conduct rules that are listed in all applicable publications. It should be noted that each chapter might have certain rules or restrictions that add to or supersede this publication.

3.4 Eligibility Requirements – Step One

In order to be eligible for participation, the applicant must: 1) submit an application for entry before the space fills (30 days prior is recommended, 12 days in advance is the deadline in most cases), and 2) the applicant must **agree to:**

- Take sole responsibility to be in compliance with all of the safety rules.
- Read, understand, and follow all of the applicable rules set forth in this publication.
- Sign any required waivers, ONLY after they have read them carefully, AND had adequate time to fully understand them AND fully agree with the terms.
- Read, understand, and take ample time to discuss the information in the "GENERAL PREFACE" with whomever they deem necessary including family members and legal council.

3.5 Eligibility Requirements – Step Two

Any person wishing to enter a NASA sanctioned HPDE must meet the following requirements:

- Be at least 18 years old (16 or over with parental consent**).
- Hold a current valid state driver's license.**
- Have use of an automobile that meets NASA's technical requirements.
- Hold a NASA, or a NASA sanctioned car club, current membership.
- Have proper safety equipment, as per the CCR.
- Fully pay all applicable fees.
- Have no outstanding debts with NASA or NASA's affiliates.
- Have knowledge of all of rules found in the *Club Codes and Regulations*, and fully agree to abide by them.
- All drivers must be deemed physically fit by their physician to participate in a high stress and physically demanding sport such as auto racing.
- ~~Submit a signed waiver to registration at each event.~~
- *Sign all required waivers, and in particular the "gate waiver" before entering the facility.*
- Entrant must get their car teched before going to registration.

3.6 Minors

No one under 18 years of age (16 years of age,** with parental consent) is allowed to be on the track. The hot pits (pit lane) are considered part of the racetrack. A minor release form must be filled out and be on file with NASA at every event for 16 and 17 year old participants. All minor participants should have at least one parent or legal guardian present at all times.

3.6.1 **Addendum to Minors

Persons under 16 years of age may, under certain circumstances, be allowed to participate in on-track activities, including but not limited to: HPDE (open tracks, driving schools), racing events, hill climbs, autocross, etc. The following criteria must be met before a minor, under the age of 16 years, may be allowed to participate:

- Parental consent must be made, and a completed and signed minor waiver form must be on file with the local NASA office.
- The Regional Director must approve, and should have specific permission from the Executive Director.
- The minor must have some prior experience to justify the on-track activity as being reasonably safe and prudent.
- The performance of the vehicle driven by the minor must be reasonable and safe given the minor's prior track experience.
- All NASA safety rules and precautions must be followed.
- It is required that at least one parent or legal guardian be present at the event.

It is strongly recommended that the parent or legal guardian accompany the minor during any instructional periods.

3.7 Non-Eligibility / Non-Registered Drivers

Only registered drivers are allowed to operate a vehicle on the track. Anyone not officially registered in the event, that is found operating a vehicle on the track at anytime, will be immediately ejected from that event, and from NASA, along with that person's guests and crewmembers. Additionally, all NASA sanctioned clubs, affiliates, and other sanctioning bodies will be notified.

4.0 HPDE Participant Conduct

4.1 Participant Conduct - Expectations

Every participant and driver (entrant) at a NASA sanctioned event shall conduct themselves according to the highest standards of behavior and sportsmanship* particularly in their relationship with other drivers and Officials, and in a manner that shall not be detrimental to the reputation of NASA. Failure to do may result in harsh penalties.

* The term "sportsmanship," as used here, is meant to convey an expectation of conduct, and in no way implies that participants are involved in a sporting event or contest.

4.2 Conduct of Guests and Crew

Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics, or friends will be directly chargeable to the driver. Damage to the racetrack, its surface, fencing, paddock, walls, buildings, trailers, equipment, vehicles, etc., by the driver (including his/her friends, crew, and sponsors) is the responsibility of the driver, and said driver agrees herein to make restitution. This agreement is binding when a driver signs the entry form, so he/she is encouraged to read it carefully.

4.3 Medical Conditions

It is the responsibility of the driver to notify the NASA office and/or the Event Director of potential, or existing, medical problems that are not listed on the Physical Examination Form (if applicable). Any driver that has an abnormality of the heart as evidenced by an EKG and a Vector-Cardiogram may not be allowed to participate. It is the responsibility of those participants with a history of heart abnormalities or problems, to obtain and submit specific written permission from his/her doctor to the NASA office before going on track.

4.4 Pregnant Drivers

Pregnant participants may be allowed to drive with specific approval from a medical doctor. It is the sole responsibility of the participant to abide by this rule. The NASA administration however, does not recommend driving while pregnant.

4.5 Disabled / Handicapped

NASA has built itself, and prides itself, on being very accommodating to as many people as possible. Since different NASA Chapters host various activities at a wide variety of locations, it is impossible to maintain a consistent level of proper accommodations for the disabled. Most tracks have some accommodations for the disabled, however NASA recognizes the need for improvements at a number of facilities. Since racetracks are not always plentiful, it is sometimes not an easy task to force change. However, NASA has been making progress in getting some changes started, but anticipates that it might be a number of years before all of the tracks have significantly improved their access.

Therefore, NASA is taking a proactive approach, and is publishing this statement in the rules: NASA will make whatever arrangements and adjustments within its powers at each event in order to better accommodate any disabled person. However, NASA cannot always anticipate what specific temporary changes would be most helpful at any given facility. Therefore, any disabled person that is planning to attend a particular event is encouraged to contact the local NASA office; and the staff will be happy to see to it that the best practical arrangements are made.

4.6 HPDE Passenger Privileges

A passenger is defined as any participant possessing the proper wristband or credential, riding in a moving vehicle while on track, yet is not in physical control of that vehicle. NASA Instructors are not considered passengers for the purposes of this section. All passengers must be at least 18 years old. Minors that are participants in the event should not be a passenger, unless riding with an instructor, for the purposes of instruction.

1. The ability to take a passenger on-track is a revocable privilege, not a right.
2. Passengers may be allowed in all HPDE groups, unless otherwise specified.
3. Group 1 ("School" or Beginner) participants must get specific permission from their Instructor before a passenger may be allowed in the vehicle.
4. Passengers must use the same safety equipment and attire as required of the driver.
5. Passengers should not be allowed in vehicles where they are sitting near or below obstructions (i.e. "Petty bar") that may pin or trap them, or cause other possible harm.
6. Passengers are not allowed to possess a camera of any type while on-track.
7. Anyone that is involved in a spin or off track excursion with a passenger in the car may lose his or her passenger privileges for the day.
8. Only one (1) passenger is allowed at any given time, in any car, unless an Instructor is driving.
9. Passengers should not commit any action as to cause interference or distraction of the driver or any other drivers.
10. Passengers should keep their arms and hands inside the vehicle at all times.
11. Passengers are not permitted to place any part of their bodies, such as their hands, in any area that is between any roll bar/cage tubing and the body panels of the interior. Doing so may result in crushed limbs. Enforcement of this rule is the responsibility of the driver.
12. Passengers are not allowed in open-top cars that do not provide adequate roll bar protection for the passenger side of the car (i.e. an original Shelby Cobra.)

4.7 Responsibilities for Valuables

Theft is virtually unheard of at NASA events, however the management encourages all participants to lock up their valuables. Participants are strictly responsible for the safe keeping of their own belongings. The event facility management, NASA, and NASA affiliates take no responsibility for any loss, damage, or theft of any item while at the event.

4.8 Alcoholic Beverages

Consumption of alcohol by any participant [Ref:(1.4.4)] is expressly prohibited.

4.9 Narcotics And Dangerous Drugs

The use of any dangerous drugs or narcotics, as defined by Federal and/or state laws, by any driver, crewmember, mechanic, or Official is specifically prohibited, unless prescribed by a doctor.

4.10 Rain and Inclement Weather

The event will not be canceled due to inclement weather unless ordered by the Event Director. It is the responsibility of the driver to bring appropriate equipment such as rain tires, clothing, etc.

5.0 HPDE Rules of the Pit lane and Paddock

5.1 Paddock Rules

- **Children must remain under CLOSE adult supervision at all times. Harsh consequences can result such as severe injury or death! Parents shall not allow their children to play around any pets that may be at the facility unless that pet belongs to that parent. [Ref:(GENERAL PREFACE)]**
- The speed limit in the paddock is five (5) MPH for any vehicle other than emergency vehicles. This speed limit applies to bicycles as well.
- Oil, water, electrical power, and compressed air are the responsibility of the entrant.
- Fuel may not be available at the track unless otherwise announced in the acceptance letter and/or at the drivers' meeting.
- Entrants are urged to refuel on concrete areas if available.
- NASA reserves the right to allow fueling only in designated areas.
- Participants must keep water on hand in the paddock in case of fuel spillage. A gasoline spill can quickly destroy the asphalt surface. If not washed away with water, the bill to fix the damage can quickly add up to $1,000 for which they will be liable.
- Entrant provided boards must be placed under loaded jack stands to avoid damage to the asphalt surface.
- Participants will be held responsible for any damage they cause to the paddock, pit lane, fencing, bathrooms, and any other objects.
- Do not dispose of tires at the race facility.
- Do not litter or leave any mess.
- Do not plug into any race facility power outlet.
- Proper parking is a must to ensure that all participants will fit into the paddock.
- No parking in fire lanes.

5.2 Pets at the track

Some tracks prohibit pets (including dogs) and/or have special rules regarding pets. It is recommended that all pets be left at home. However, should a pet be brought to a track that allows pets, the following conditions apply: The owner is solely responsible for the actions of his/her pets. This means cleaning up after them and being held legally liable if their pets bite another pet or a human. Additionally, all pets must be kept on a leash, in a cage, or in a vehicle at all times. No pets are allowed in the pit lane at anytime.

5.3 Loud Engines

Each facility has its own set of rules for allowed sound levels at all times of the day or night. It is the responsibility of the participant to check with the local NASA Office, or the facility to get this information. Typically, this information is found in either the Region's Supplementary Rules, or it is included in the acceptance letter, however this is not guaranteed. As a rule of thumb, at most tracks it is prohibited to start loud race engines (even for a few seconds) before 8:00 AM (8:30 AM at Laguna Seca Raceway, Monterey, California) or after 6:00 PM (unless the event hours exceed this time). Failure to comply with the rules on sound after hours at any given facility will result in harsh penalties, typically starting at a fine $200 per occurrence.

5.4 Gas Cylinders

All compressed air bottles/gas cylinders with a pressure of over 200 PSI must be securely fastened vertically so as not to topple over or shall be fully enclosed in a structure, such as a rollaway or crash cart. This structure must serve to prevent head breakage AND containment, should the head break off.

5.5 Bicycles, Skates, Moped, etc.- (PARENTS!):

No one without a valid state driver's license may operate any mode of transportation in the paddock. Skates, skateboards, motorized skateboards, and in line skates are not permitted at any time. **PARENTS: Unless your 5-year old has a valid state driver's license, this means NO BICYCLES.**

5.6 Minimum Attire

Any participant in the hot pits must wear at least a T-shirt, pants and shoes (no open toed shoes). Shorts in the pit lane are permitted except during sessions requiring refueling such as endurance racing. Some racetracks may have more restrictive requirements.

6.0 HPDE Course Conduct

6.1 Purpose and Philosophy

All drivers are required to operate their vehicles within the rules, and within the limits of the pavement. Failure to do so compromises the integrity of the program and will not be tolerated. The following rules apply to course conduct, as well as common courtesy and good judgment. Participants are held responsible for their conduct just as much on the track as when they are in the paddock. Any over-aggressive driving, risky pass attempts, or discourteous driving will result in substantial penalties.

6.2 Preparation for Course driving

1. Both side (front) windows must be completely open.
2. All occupants must keep hands and arms inside car at all times.
3. Check all safety equipment, including helmet straps and belts.

6.3 Passing Rules

1. No passing in "No Passing Areas" as defined by the Passing Rules (available at the meeting or Registration).
2. No passing under any yellow flag situation until the driver is past the incident, or past the next manned flag station that does not display a yellow flag [Ref:(7.2 - 7.4)].
3. If an Instructor waves a car by, that does not count as a pass. (Instructors will have an "X" on their cars.)
4. If a car is having mechanical trouble and is pulling off the track, a pass is allowed regardless of the passing rules.
5. **A driver may not pass another driver in a no passing zone or situation, even if the other driver waves him/her by.**
6. The driver attempting to make a pass is solely responsible for safe outcome of that pass. Drivers making a pass should be certain that the driver ahead of them can see them before attempting to pass. All drivers are reminded that this is not a competition and risky passes are prohibited.

6.4 Rule Violations

Any rule violations, including spins and off track excursions, may result in harsh penalties. The first violation will result in a warning. The second violation will result in exclusion from the rest of that session. The third violation will result in exclusion from the rest of the day. [Ref:(2.10.6.A)]

6.5 Running Out of Gas

Any driver that runs out of gas on the track will be excluded for the remainder of the day. Please fill up before the session starts.

6.6 Stopping On Course

Stopping on course is expressly prohibited unless in the event of an emergency. "Stopping" includes abrupt and/or unexpected slowing to a near stop. Stopping to help a

disabled car is prohibited. An emergency, for the purposes of this section, is defined as only those concerning medical problems, mechanical failure, on-board fire, or damage from an incident that renders the vehicle unfit to continue.

6.6.1 Stopping in an Emergency

Anytime a driver is forced to stop in an emergency; the first concern should be to place the car in an area where it will not cause danger to the other drivers. When stopping on course, the driver should be careful not to park on dry grass areas where fire can be a hazard. The crew may come to the aid of a disabled car only with the approval of the Event Director.

6.7 Counter-Course Driving

Driving, towing, or pushing a vehicle on the course in the direction opposite to the normal traffic flow is strictly prohibited with the following exceptions:

- When the track is closed, or cleared, as deemed by the Chief of Communications.
- When ordered to do so by the Event Director, or an Emergency Response Team Official.
- Whenever a driver must do so for a short distance, in an extreme emergency and only for the sole purposes of getting out of harm's way.
- When ordered to do so by a Course Official.

Notes: 1) A Course Official must obtain the approval from the Chief of Communications for each incident to order counter-course driving. 2) This rule does not apply to the pit lane or when superseded by any other NASA published rule.

6.8 Spins Or Off Track Excursions

If the driver is involved in a spin or off track excursion, he/she shall pull into the hot pits immediately. The Officials will need to check the car and talk to the driver. If the driver spins off the track, he/she shall try to enlist the help of a Course Official to wave him/her back on safely.

6.9 Body Contact

Body contact cannot and WILL NOT be tolerated. Anyone involved in body contact must report immediately to the head of pit lane. Harsh penalties will be imposed, including but not limited to, permanent ejection from NASA.

6.10 Fire

In the event of a fire, come to a safe and controlled stop, engage fire system (if equipped) and exit vehicle as quickly as possible. The Officials will do their best to extinguish the fire. Since a good fire system or extinguisher is the owner's responsibility, Officials will not be held liable for any damages. Drivers should use common sense when choosing a place to stop cars since the track management may hold drivers responsible for any damage done to the surrounding areas such as hillside and brush. Note: More injuries occur due to accidents while attempting to stop and / or exit a burning vehicle, than are caused by the fire itself. It is important that the driver remains calm and uses good judgment.

6.11 Post Accident Emergency Procedures

All persons involved in a major crash or roll-over, shall remain in the vehicle (unless it is on fire) with their seatbelts and helmets on, until the Emergency Response Team arrives. This does not apply to race groups. [Ref: (25.10)]

6.12 Post Accident Reporting

All persons involved in any "***significant accidents***" are **REQUIRED** to report to the medical staff immediately. Failure to do so **WILL** result in **suspension** and may void personal medical insurance. "***Significant accidents" are defined as:***

1. All vehicle roll-overs, regardless of damage.
2. Heavy impact rendering the vehicle inoperable.

7.0 HPDE, SCHOOL, AND OPEN TRACK FLAGS

Flags are the MOST IMPORTANT form of communication the Officials have with the drivers while they are on the track. Therefore, it is imperative that drivers know what each flag means.
Note: Flags listed in this section are simplified from the Competition Flags, for the purposes of HPDE Program. Competition License Candidates are held responsible for the information contained in the "FLAGS, SIGNALS, AND COMMUNICATION" section #19.0 of the CCR.

7.1 Green Flag

Session is open.

7.2 Yellow Flag - Motionless

Slow down. Danger ahead. **ABSOLUTELY NO PASSING** is permitted, until completely passed the incident, or until passed next manned flag station that is not displaying any Yellow Flag(s), whichever comes first. **Note: There may be several yellow flags before reaching the emergency area. The requirements are still the same, "SLOW DOWN, NO PASSING."**

7.3 Yellow Flag - Waving

Great danger, slow down. Be prepared to stop. **ABSOLUTELY NO PASSING is permitted, until completely passed the incident, or until passed the next manned flag station that is not displaying any Yellow Flag(s), whichever comes first.**

7.4 Double Yellow Flags

Full course yellow condition exists. Be prepared to encounter a Pace Car and/or emergency vehicles. **ABSOLUTELY NO PASSING is permitted, until the Pace Car (if on track) has pulled off AND the driver has passed the next manned flag station that is not displaying any Yellow Flag(s).**

7.5 Black Flag - Open

Track Officials want to talk to you. Complete current lap and pull into the pits for consultation.

7.6 Black Flag - Furled

Warning. You are driving in an unsafe manner or you did something wrong. If you continue to do so, an open black flag will be shown to you.

7.7 Black Flag All

All manned turn stations will display standing black flags during this condition. Some turns will display a sign with the word "ALL." All cars proceed to hot pits. No passing.

7.8 Checkered Flag

Session is over. Complete current lap cautiously and exit via pit lane. Passing rules remain the same during the checkered flag lap.

7.9 Red Flag

Emergency. **Come to an immediate and controlled stop on the side of the track, in a safe location. All manned flag stations around the course may display a Red Flag.** This means that the session has been stopped. No passing is allowed.
As soon as all drivers have come to a stop in a safe area, all of the flag stations should drop their Red Flags and motion to the drivers to continue. All drivers shall proceed to the starting line using **extreme caution, being prepared to stop** if necessary. The local Yellow Flags should still be in effect where hazards exist. Drivers must remain in their cars and stay prepared to restart.
Drivers that enter the pit lane during a red flag will be sent out at the end of pack during a restart.

Note: The Red Flag is meant to be displayed "Standing" (motionless), however it may be waved at the drivers to indicate urgency.

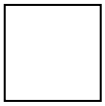
The red flag can only be ordered by the Event Director or by the Operating Steward in the absence of the Event Director.

7.10 Blue Flag

(with diagonal yellow stripe)
Another vehicle is following you very closely and may attempt a pass.

7.11 Debris Flag

(yellow with vertical red stripes)
Caution. Oil or debris may be present on the track surface or a slippery condition may be present. Note: If the car can be driven over the problem, it should be the debris flag. If the car cannot be driven over the problem it should be a yellow flag.



7.12 White Flag

Emergency vehicle or slow moving vehicle is on course.

7.13 Emergency Vehicle Flag

(white flag with a red cross)
There is an emergency vehicle on course. Pass with extreme caution.

7.14 Mechanical Black Flag

(with orange ball in center)
(*a.k.a. meatball flag*) There appears to be something mechanically wrong with your car. Proceed to the pits at reduced speed.

7.15 Pace Car (with lights on)

Follow the Pace Car at about the same speed. Do not pass the Pace Car unless instructed to do so by the Pace Car personnel. Passing is only allowed after the Pace Car has pulled off AND the driver has passed the next manned flag station that is not displaying a yellow flag. A Pace Car with its lights off may be treated like any other car. [Note: Do note confuse a Safety Car with a Pace Car.]

8.0 HPDE HAND SIGNALS

8.1 Slowing down

Whenever a driver is entering the pits or is no longer driving at normal traffic speed, he/she must extend an arm in a vertical position with his/her fingertips towards the sky.

8.2 Passing signals

To assist another driver in overtaking you, hand signals should be used whenever possible. The driver may do this by pointing to the side he/she wants to be passed on, in such a fashion that is visible to the overtaking driver.

8.3 Flag Station Acknowledgement

All drivers shall give a wave of acknowledgement to every manned turn station during the cool down lap.

8.4 Other signals

For safety reasons, hand signals not listed above are not acceptable. Displaying the middle finger to another driver will be considered unsportsmanlike conduct; displaying the middle finger to an Official is not smart and not recommended.

9.0 NASA Instructor License

9.1 NASA Provisional Instructor License

A NASA Provisional Instructor License may be issued to anyone meeting with the approval of the School Director [Ref:(2.8.2)], Chief Instructor [Ref:(2.8.3)], and Event Chairman [Ref:(2.8.4)]. Any one or more of the following guidelines should be considered:

1. A current (or recently expired) NASA, SCCA, Grand AM, or IMSA (PSR) competition license.
2. Qualifications to instruct for other schools such as Skip Barber, Jim Russell, Bob Bondurant, etc.
3. Three years or more, of racing experience, with an acceptable record of conduct.
4. One (1) year or more, of teaching experience with the BMW Car Club of America; Porsche Club of America; Viper Days, Inc.; Proformance, Inc.; Porsche Owners Club; etc. with a letter of recommendation from the club's Chief Instructor.

9.2 NASA Instructor License Eligibility Guidelines

An Instructor License may be issued, with the approval of the School Director, and the Chief Instructor, to anyone meeting all of the following conditions:

1. Completed the Instructor Provisional License probationary period and Instructor Training Program.
2. Instructor's License Application completed and submitted.
3. Applicable fees submitted.
4. Current NASA membership, in good standing [Ref:(1.3.1)].
5. Submitted a 1" x 1" passport photo (by mail or email to nasaregy@yahoo.com).
6. Approval of the Event Chairman or Regional Director.

Note: All Instructors must submit a completed Instructor Entry Form for each event or enter online.

9.3 NASA Instructor License Renewal

A NASA Instructor License will not expire as long as the holder instructs at a minimum of 4 events per year. Once an Instructor License has expired, a new license must be approved.

9.4 Competition Licensing Instructors

Certain top quality Instructors may be hand selected by the School Director, the Chief Instructor, or the Event Chairman to function as Competition Licensing Instructors. These Instructors shall evaluate their students for a NASA competition license. The Instructor should take extreme care when recommending a student for a license. If the Instructor feels that the student is qualified for a license, he/she shall administer the proper written, oral, and technical tests as mandated by the Chief Instructor. Instructors failing to properly evaluate a student and file the proper paperwork may lose their Competition Licensing Instructor status.

9.5 Instructor License Status

9.5.1 Provisional NASA Instructor License holders.

All Provisional NASA Instructor License holders are subject to dismissal at any time for any reason by the School Director or the Event Chairman. All Provisional License Instructors are considered “Assistant Instructors” until they have successfully completed the required training, and probationary period as set forth by the Region Office.

9.5.2 Instructor Training.

An Assistant Instructor (Provisional Instructor) shall remain on probation, and be eligible to function as an Assistant Instructor until he/she completes the required NASA Instructor Training Course.

9.5.3 Full Instructor Status.

An Assistant Instructor (Provisional Instructor) must complete the required NASA Instructor Training Course before he/she may be issued an instructor license, and be considered for full NASA Instructor status and privileges.

10.0 NASA INSTRUCTOR PROGRAM

10.1 Purpose

The purpose of this section is to outline the most important responsibilities of a NASA Instructor. The HPDE (school) program is very important, and the NASA Directors strive to keep it one of the most well run programs in the United States. NASA does not allow teaching of advanced curriculum in the regular HPDE program. NASA recommends professional racing school for that purpose. Teaching the basics to a beginner is the most important job in NASA. The Instructor is the first one to make an impression on the beginner. They have the power make the beginner's first experience safe and enjoyable. But if improperly handled, the beginner may not find the safety and enjoyment that will bring him/her back another time. The NASA Instructor has a purpose - to ensure that the beginners enjoy their day and do it safely. No one can be forced to learn. The NASA Instructor's duty is to allow the beginner to have fun, and it's their obligation to ensure their own safety as well as the safety of their student. The following outline describes what is expected of a NASA instructor.

10.2 DUTIES OF NASA INSTRUCTOR

10.2.1 Supervision of students.

All Instructors are responsible for proper supervision of their students. They are required to know the whereabouts of their students at all times. Instructors are responsible for the actions of their students.

10.2.2 Schedule.

The Instructor must be on time. The Instructor must report to the Chief Instructor or any event Official when required to, whether scheduled or not. The Instructor must attend all scheduled classroom or clipboard sessions with their students.

10.2.3 Student Curriculum.

The Instructor must fill out, and turn in, a Student Report sheet for each student to registration at the end of the day. *Alternatively a region may employ the use of "HPDE Passports" as a way of tracking the student's progress.*

10.2.4 Student Lunch Period.

Instructors should allow each student at least thirty (30) minutes to eat lunch at each event.

10.2.5 Questionnaire.

Instructors are required to ensure that the students have filled out and submitted the questionnaire, provided one is being used.

10.2.6 Classroom/clipboard session.

There should be a classroom session or a clipboard session between the Instructor and his/her students immediately following each on track session. The Instructor should quiz each student on knowledge of the CCR at least once during each session. *A "download session" for all the participants of each group, immediately following their session is strongly recommended.*

10.3 REGULATIONS FOR NASA INSTRUCTORS

10.3.1 Rules Knowledge

The Instructors are required to know the CCR. The Chief Instructor should test each instructor's knowledge of the rules from time to time.

10.3.2 Instructor IDs

The Instructor must wear and display his/her NASA instructor license at all times while at track.

10.3.3 Instructor's Vehicles

The NASA Instructor is not required to bring a vehicle to the track. However, if the Instructor does bring a vehicle, it must be track worthy and the vehicle must have a large "X" on each side and one (1) on the rear of vehicle.

10.3.4 Vehicle Operation

All Instructors are expected to drive their cars in a safe and controlled manner.

10.3.5 On-Track Driving

The Instructors are only allowed to drive on the track during their assigned times. Instructor ID cards are required in order to drive on the track.

10.3.6 Probation

Because an Instructor is the best example for a student to follow, NASA expects to see exemplary behavior from its Instructors. The Chief Instructor may place an Instructor on probation for violating any rule. Once on probation, the Instructor must complete the current event and the next event satisfactorily, to be removed from probationary status. Any Instructor on probation is subject to license revocation at any time, even for the smallest infraction. Only the School Director or the Event Director can administer license suspension or revocation.

11.0 HPDE TECHNICAL REQUIREMENTS

11.1 Purpose

For the purposes of maximizing participant safety, every car should pass a technical inspection. A full and complete safety inspection should be performed on each car for each event. A Technical Inspection Form should be filled out for each car ~~and each driver entered~~. A Technical Inspection Form may be obtained at the tech stations or can be acquired by contacting the NASA office or downloading one from http://www.nasaproracing.com. Additionally, all drivers (and passengers) must have the proper personal safety items listed in the CCR that meet or exceed those specifications.

11.2 Preparation Instructions

- Examine the Technical Inspection Form and make sure that the car meets or exceeds the minimum requirements. Every effort should be made to have a safe and reliable car.
- Look over the various tech inspection stations and select one. The authorized inspection stations are available from the local office and are usually published in the acceptance package for each event.
- The tech inspection should take about ten (10) minutes and is free.
- Do not show up at the "appointment only" shops without an appointment. They are very busy and may not be able to accommodate you.
- If you live more than sixty (60) miles away from an authorized shop, you may be eligible to go through tech inspection at the track and the late tech fee may be waived. To get a free waiver you must either 1) enclose a note with your entry form asking for a waiver along with the entry form or 2) present your license with current address to the tech inspector and ask him to notate that you live more than 60 miles from a tech shop.
- If you choose to tech your car at the track, you must:
  - A - Pay the appropriate late tech fee, if any, and
  - B - Have your car ready for tech at the appropriate time.
- NASA, SCCA, Grand Am, and IMSA (PSR) competition vehicles may be exempt from tech inspection. The vehicle's logbook must be presented to a Tech Inspector at the track. The Inspector will mark the exemption on the Technical Inspection Sheet and sign it. If the logbook is not present the vehicle must be fully teched and will not be exempt. If the logbook lists safety problems to be fixed or checked, the vehicle must go through tech and will not be exempt.
- It is highly recommended that a good fire extinguisher be kept in all cars; securely mounted with a metal bracket within easy driver's reach.
- Once teched (or pre teched) simply place the form on your dash or windshield for the first session on grid. A grid marshal will collect it and place a sticker on your car.

11.3 Required Safety Equipment - Driver

Disclaimer: Conformance to these regulations is the driver's responsibility. These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations it is the reader's responsibility to contact the NASA office, or a NASA official immediately.

All participants should utilize equipment that meets or exceeds these minimum requirements, while driving on track:

1. Use a proper fitting helmet that meets Snell 1990 (SA1990; M1990) or newer (or equivalent) standards for cars or motorcycles.
2. The driver and any passenger must utilize modern style***** stock seatbelts in very good condition, or a NASA approved restraint system, while operating a vehicle on the track. Restraint system requirements are listed in Section #11.4.8. *****Lap belts used without any shoulder restraints are not permitted.
3. Non-synthetic fabric clothing (i.e. cotton). At least footwear, a T-shirt and long pants must be worn. Individual track requirements may be different.
4. No open toed shoes, shorts, or tank tops may be worn in the car while on track.
5. Drivers should wear eye protection such as goggles, safety glasses or face shields preferably made of new impact resistant materials.
6. It is recommended that any corrective eyeglass material used be made of safety glass type that meets U.S. Government standards.

11.4 Automobile Technical Regulations

Every automobile entered in any NASA sanctioned HPDE event should meet or exceed these requirements. NASA makes a strong effort to offer every member an affordable way to participate in HPDE events. NASA is aware of the costs involved in maintaining a vehicle up to standards, and strives to keep the most reasonable standards in order to keep costs to a minimum. However, there are some things that can make the event more dangerous for everyone involved. These are the things that NASA cannot afford to be flexible about. The NASA inspectors will be glad to work with any member in order to help bring their car into compliance with the safety standards. Things that are not major safety related items might warrant a one-time waiver when prudent to do so. Any changes made to material items that may affect safety may fall under scrutiny, and may result in disallowance of entry. For example a simple “gutting” of a door without the proper additional protection as specified in the competition section may warrant disallowance of entry. Car owners are encouraged to contact the NASA office before making any modifications from the stock configuration.

11.4.1 Appearance

All entered vehicles must be in good condition and appearance. Vehicles with excessive body damage, primered body panels, etc., are not allowed. The vehicle must meet the “50/50” rule, which means they must look undamaged and straight at fifty (50) mph from fifty (50) feet.

11.4.2 Wheels

The general condition of the tire and rim assembly must be good. There should be no cracks or other damage to the wheel. There should not be cords exposed, bubbles, or other visible damage on the tire. All lug nuts must be present and tightly hold the tire and rim assembly to the car’s hub. No hubcaps or beauty rings are allowed. Imitation “knock-offs” must be removed.

11.4.3 Steering and Suspension

The steering mechanism and the suspension of the car should be checked for its general condition. The front and rear wheel bearings should be tight and play-free. There should be very little or no play in the suspension of the car and in the steering mechanism.

11.4.4 Engine Bay

There should be no fluid leaks from the engine. A radiator overflow of at least one-liter capacity should be used. Oil breathers or vents shall return the oil to the engine or shall terminate in a catch tank of at least one-liter. All hoses carrying fluids should be in good condition with no cracks or other damage.

11.4.5 Brakes

The brakes should be in good working condition and must be able to stop the vehicle in a reasonable distance in a safe and controlled manner. The pedal pressure should be adequate. The fluid level must be above the minimum limit as specified by the manufacturer. The brake lines must be in good condition.

11.4.6 Hand Operated Controls

All cars with hand-operated controls (i.e. for disabled) will be subject to close scrutiny for safety reasons. Controls that were made to operate the gas and brakes may be adequate for street applications; however they may be poorly designed for racing or high performance driving. The Chief Scrutineer should make a determination, and employ and consult with NASA's engineering or technical staff, if necessary, in order to ascertain confirmation of an adequate design.

11.4.7 Roll Bars

All open cars should have a roll bar installed to help protect the occupant(s) from injury during a roll-over. The roll bar should be able to withstand the compressional forces involved in supporting the full weight of the car. The roll bar's main hoop should extend the full width of the car (except certain cars that have been approved by NASA). The main hoop shall be one continuous piece with smooth bends and no evidence of crimping or wall failure shall be present (i.e. should be Mandrel bends). All welds should be of the highest possible quality, with full penetration [Ref:(15.6.15)]. All cars with roll bars are required to have adequate roll bar padding per CCR section #15.6.4. In cases where the driver's head may come in contact with the roll bar should the seatback fail, a seatback brace is required in conformance with section #15.6.22. The material and minimums are as follows: (All cars with full roll cages should conform to the applicable sections found in section #15.0.)

Vehicle weight	DOM or ERW
Under 2000 lbs.	1.50" x .120"
2001 - 3500 lbs.	1.75" x .120"
Over 3500 lbs.	2.00" x .120"

Vehicle weight	Alloy (CM)
Under 1500 lbs.	1.375" x .095"
1501 - 2500 lbs.	1.625" x .095"
Over 2500 lbs.	2.000" x .095"

11.4.8 Seatbelts and Harnesses

The seatbelts should be in good condition. No damage may be present on the seatbelts and they must be the factory configuration. Any harness or any restraint system, other than factory stock, shall conform to CCR section #15.5, in all respects except for the expiration regulations. Harnesses that are expired for racing may be used providing that they are in at least very good condition. The use of a lap belt without any shoulder restraint is not permitted. *Passenger seatbelts must meet the same requirements as the driver seatbelts if being used by a passenger.*

11.4.9 Battery

The battery shall be securely fastened to the car. No Bungee cords or rubber cords may be used to function as the sole hold down mechanism. An electrically non-conductive material must cover the positive battery terminal. Any battery located inside the driver's compartment should be fully covered and firmly secured to the chassis (or tub) in a marine type battery case.

11.4.10 Gas Caps

All vehicles should utilize gasoline caps such that the gasoline will not spill out of the fuel tank under hard driving. *Monza type caps are not permitted. (Decorative Monza style covers for regular gas caps are permitted).*

11.4.11 Exposed Wires

There should be no exposed wires inside the driver's compartment such as to interfere with the safe operation of the vehicle. No live (hot) wires may be exposed anywhere in the vehicle.

11.4.12 Seats

All seats must be securely fastened to the structure of the car such that they are strong enough to withstand a major impact. *If replaced, the replacement seat should be installed according to the manufacturer's instructions.*

If stock seats are to be used with a roll bar/cage, care should be taken to prevent the seat from submarining under the rollbar. Care should also be taken to prevent the occupant from hitting his/her head on the roll bar/cage.

Passenger seats must meet the same requirements as the driver seat, if used by passengers.

11.4.13 Loose Objects

All loose objects in car and trunk should be removed. Floor mats, dash mats, spare tire, jack, tools, etc. must be removed.

11.4.14 Lights Covered

It is recommended, not required, that all exposed lights be covered with tape, except brake lights.

11.4.15 Car Numbers

The vehicle should exhibit its assigned car number (if any) on both sides of the car. The numbers must be at least ten (10) inches tall and be of a contrasting color. No numbers may be placed on the side windows. Numbers on the front or rear of the car are recommended but not required. Metallic numbers, and numbers having iridescent and/or reflective properties, are prohibited.

11.4.16 Rearview Mirrors

The vehicle must have at least one rear view mirror affixed such as to provide the driver with good visibility to the rear.

11.4.17 Camera Mounts

Video camera mounts should be approved by tech before entering the course at every event. Cameras should use at least one (1) bolt to attach the camera to the mount; and at least one strap should be used to secure the camera.

11.4.18 Hoses Inside Cockpit

All hoses carrying any liquids or any gases that go through the cockpit should be metal or steel braided. Any hoses that carry cold water, such as washer fluid, cool suit, etc. are exempt from this rule. *Rubberized or rubber-coated steel braided hoses are acceptable.*

11.4.19 Lights

There should be at least two (2) working *red* brake lights visible from 300 feet to the rear (except formula cars, sports racers, and other vehicles specifically approved by the Event Director). All formula cars should have a red tail light of at least 15 watts. Certain other race cars may be exempt at the discretion of the Event Director.

11.4.20 Tow Eyes

It is STRONGLY recommended that all vehicles have at least two (2) easily accessible (and usable) tow eyes; one (1) in front and one (1) in back. They must not protrude dangerously from the car, and they must be accessible without manipulation of the bodywork and/or panels. They should be strong enough to support the weight of the car. **If no tow eyes are available, the towing crew will hook onto other things that may cause damage to the driver's car. The towing crew will not be held liable for that damage. Again, tow eyes are STRONGLY recommended.**

The tow crew will attempt to avoid damaging the participant's vehicle. However, should damage occur in the course of towing, or preparing to tow, NASA and/ or the tow crew will not be held responsible for any damages.

11.4.21 Mufflers: Sound Limit

There may be a specified noise limit for each event. For the purposes of this section the term ”Black Flag” refers to either a standard Black Flag, or a Mechanical Black Flag. A vehicle measured to be over the sound limit will be Black Flagged. The Black Flagged driver must pit immediately. Failure to pit immediately when given the Black Flag for a sound violation will carry extremely severe penalties, typically a fine of $500. The vehicle will not be allowed on the racetrack until significant changes are made to make the vehicle quieter. **The following rules apply to all events unless otherwise specified:** [*A car Black Flagged for excessive noise two (2) times during the same event shall be excluded from the event. No car shall be re-included unless specifically permitted by the Event Director. A bonafide mechanical failure of the muffler/exhaust system will not be held against the driver; however, it must be satisfactorily fixed before further on track participation is allowed.]*

COMPETITION SECTION

"Competition is the embodiment of the mind, body, and spirit working as one"

12.0 COMPETITION ENTRY REGULATIONS

12.1 Official Notice of Disclaimer

NASA makes an effort to provide participants with a safe environment for everyone involved. Despite strict rule enforcement, and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own. These rules do not guarantee, or imply, that injuries or death will not occur. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact the National Auto Sport Association (NASA) office before entering an event facility.

Additionally, all NASA racing class rules apply ONLY to NASA sanctioned events. If a participant participates with another organization, club, or sanctioning body using a set of NASA owned or published rules, whether all or in part, that participant must be aware that NASA will take no responsibility for any actionable incidents arising from the use of said rules, under any circumstances.

12.2 Participant Eligibility and Requirements

Any driver wishing to enter a NASA sanctioned road race, must meet the following requirements:

1. Be at least 18 years old (16 or over with parental consent**).
2. Hold a currently valid state driver's license.**
3. Have use of an automobile that meets NASA's technical requirements.
4. Hold a NASA, or a NASA sanctioned car club, current membership.
5. Have proper safety equipment, as per the CCR.
6. Fully pay all applicable fees.
7. Have no outstanding debts with NASA or NASA's affiliates.
8. Have knowledge of all of rules found in the *Club Codes and Regulations*, and fully agree to abide by them.
9. All drivers must be deemed physically fit by their physician to participate in a high stress and physically demanding sport such as auto racing.
10. *Sign all required waivers, and in particular the "gate waiver" before entering the facility.*

~~10. Submit a signed waiver to registration at each event.~~

11. Entrant must get their car teched before going to registration.
12. Hold a valid NASA competition license or meet section #14.2.
13. Drivers must present their license card for inspection when requested to do so by a NASA Official.

12.3 Minors

No one under 18 years of age (16 years of age,** with parental consent) is allowed to be on the track. The hot pits (pit lane) are considered part of the racetrack. A minor release form must be filled out and be on file with NASA at every event for 16 and 17 year old participants. All minor participants should have at least one parent or legal guardian present at all times.

12.3.1 **Addendum to Minors

Persons under 16 years of age may, under certain circumstances, be allowed to participate in on-track activities, including but not limited to: HPDE (open tracks, driving schools), racing events, hill climbs, autocross, etc. The following criteria must be met before a minor, under the age of 16 years, may be allowed to participate:

- Parental consent must be made and a completed and signed minor waiver form must be on file with the local NASA office.
- The Regional Director must approve, and should have specific permission from the Executive Director.
- The minor must have some prior experience to justify the on-track activity as being reasonably safe and prudent.
- The performance of the vehicle driven by the minor should be reasonable and safe given the minor's prior track experience.
- All NASA safety rules and precautions must be followed.
- It is required that at least one parent or legal guardian*, or their appointee** be present at the event.
- It is strongly recommended that the parent or legal guardian accompany the minor during any instructional periods.
- **An appointee may be acceptable, but only with approval from the NASA administration.*

12.4 Non-Eligibility / Non-Registered Drivers

Only officials and registered drivers are allowed to operate a vehicle on the track. Anyone not officially registered in the event, that is found operating a vehicle on the track at anytime, will be immediately ejected from that event, and from NASA, along with that person's guests and crewmembers. Additionally, all NASA sanctioned clubs, affiliates, and other sanctioning bodies will be notified.

13.0 NASA PROVISIONAL LICENSE

13.1 Issuance of a NASA Provisional License

NASA Provisional Licenses are issued from the NASA Regional Office, and are only honored at events hosted by the Region of issuance. To be considered for a Provisional License, the driver must complete one of the following conditions:

13.1.1 NASA licensing program:

1. Four days on track with an Instructor; the last two (2) days in a race car.
2. Pass a written test and a technical compliance demonstration.
3. Approval of the Licensing Instructor and the Event Chairman.
4. A NASA Inspector must certify the race car.
5. Driver's Attire must meet the NASA minimum standards for racing [Ref:(15.17)]
6. Submit a copy of their driver's license.
7. Submit a copy of their Physical Examination form.
8. Submit the appropriate fee.

Note: The first weekend of licensing school may be waived with the approval of the Event Chairman for drivers with prior track experience.

13.1.2 SCCA Regional Licensing program:

1. Submit a copy of their Novice Permit.
2. Submit a copy of their driver's license.
3. Submit a copy of their Physical Examination Form.
4. Submit the appropriate fee.

13.1.3 NASA or SCCA Vintage Licensing program:

1. Submit proof of completion.
2. Submit a copy of their driver's license.
3. Submit a copy of their Physical Examination Form.
4. Submit the appropriate fee.

13.1.4 NASA or SCCA accredited racing school:

1. Submit a copy of their Certificate of Completion.
2. Submit a copy of their driver's license.
3. Submit a copy of their Physical Examination Form.
4. Submit the appropriate fee.

Note:
All Physical Examinations shall be renewed and resubmitted as per the instruction sheet (page one) of the Physical Examination Form.

13.1.5 Provisional Licenses Completion:

Once a driver has been issued a Provisional License, he/she will only be allowed to compete in those events hosted by the Region of issuance. Each time a Provisional License holder completes a race without incident, he/she must obtain the signature of the Race Director, or his/her appointee. Once four races have been signed off, the Provisional License is complete, and may be submitted along with the other requirements as listed in the section "Issuance of s NASA Competition License" to obtain

a Competition License. The provisional book must be filled out and turned in to the Race Director at the beginning of an event and collected back at the end of the event.

13.2 Rookie Status

Any NASA Provisional License holder is defined as a "Rookie," and will remain so until they have finished eight (8) races without significant incident. Additionally, the Race Director may place any driver on Rookie status. Rookie status is simply a designation, and implies no punitive reflections or consequences. A Provisional License holder that fulfills the requirements, and receives a competition license, may still carry the "Rookie" title, as defined by this section. A driver on Rookie status must comply with all of the following (sections 13.2.1 and 13.2.2).

13.2.1 Rookie Marks

The driver must display the letter "R" (legibly) next to their car numbers on each side, and on the rear, of the car. The "R" on each side, and the rear shall be three inches (3") high. The Rookie mark ("R") must remain on the car for at least eight (8) races, and may only be removed with the permission of the Race Director (or appointee).

13.2.2 Rookie Plate

Drivers with less than eight (8) races must mark the rear of their vehicle with a bright orange mark. The mark must be clearly visible to other cars while on track and shall be at least fortyeight (48) square inches. The Rookie plate may be removed with the approval of the Race Director after the driver has finished eight (8) races without significant incident.

13.3 Provisional License Revocation

The Race Director or the Event Chairman may revoke a Provisional License for any reason. Any of the following will be cause for automatic revocation:

1. Any outstanding debt thirty (30) days overdue to NASA, any NASA Chapter, sponsor, or affiliate.
2. Violating any safety rule found in CCR.
3. Unsportsmanlike conduct.
4. Disobeying a direct order from a NASA Official.

14.0 NASA COMPETITION LICENSE

14.1 Issuance of NASA Competition License

NASA Competition Licenses are only issued from the NASA National Office, and are honored by all Regions. Each license candidate must meet one of the following sets of conditions:

14.1.1 NASA completed Provisional License holders:

1. Submit their completed Provisional License.
2. Submit a copy of their state driver's license.
3. Submit their completed NASA (or approved) Physical Exam Form.
4. Submit the appropriate license fee.
5. Submit an Application for Competition License

14.1.2 SCCA or IMSA (PSR) license holders

Regional, National, Pro:

1. Submit a copy of their current SCCA or IMSA (PSR) license.
2. Submit a copy of their state driver's license.
3. Submit a copy of their last Physical Exam Form.
4. Submit the appropriate license fee.
5. Submit an Application for Competition License

14.1.3 SCCA completed Novice Permit holders:

1. Submit a copy of their completed Novice Permit.
2. Submit a copy of their state driver's license.
3. Submit a copy of their completed SCCA (or approved) Physical Exam Form.
4. Submit the appropriate license fee.
5. Submit an Application for Competition License

Note: All Physical Examinations shall be renewed and resubmitted as per the instruction sheet (page one) of the Physical Examination Form.

14.2 Waiver of License Requirements

The Event Chairman may grant a temporary Waiver of License Requirements under the following conditions (per Region only):

1. It is the driver's first race event of the NASA region and he/she shows proof of a currently valid SCCA, Grand Am, FIA, or IMSA (PSR) Road Racing license.
2. If the driver has completed the NASA Race Licensing Certification and has been approved by the Region's Licensing Instructor for a Provisional License.
3. If the driver is part of a "Co-Sanctioned Group" that holds a currently valid license with that group.
4. Except as in case number three above, the driver is must submit all required paperwork and fees for a NASA license before driving in the event. Number two and number three in this section is simply meant to waive the requirement of possession of a NASA license due to the time in transit required to obtain a physical license.

14.3 License Renewal/Expiration

Competition licenses are valid for the calendar year indicated on the license. There are two (2) main forms of competition licenses, both issued by the national office. A regular national competition license is valid for NASA competition, unless otherwise specified. The second type is a Pro license. These licenses are issued to those drivers that qualify for a regular national competition license and meet with all other requirements as mandated by the "Pro" group's series administrator. Examples of Pro licenses are: GT America, Formula Fran-Am, and American City Racing League. All renewals must be made at least thirty (30) days prior to the expiration date.

14.4 Express Handling Fee

A special handling fee of $25 in addition to the normal charges shall be charged for any special attention needed above normal to expedite processing time. Special handling is a twenty-four (24) hour or less turn around time (depending on carrier).

14.5 License Revocation or Suspension

The Race Director or the Event Chairman may suspend a competition license for any reason, for a maximum of one (1) year. The Regional Director may revoke a license. The Executive Director may approve more harsh penalties upon request. A suspended license will not be honored at any NASA sanctioned event. A revoked license will become void nationally, and may no longer be used. After license revocation, a competitor may reapply for a license providing:

1. They are not on probation with any NASA chapter.
2. They have no outstanding debts with any NASA office.
3. All fines are paid, and all outstanding penalties have been served.
4. They are not involved with any pending appeals.
5. The have not been in any litigation with NASA, or any NASA Chapter, at anytime in the past.
6. The Regional Director receiving the new application must approve.

14.6 False Information

Any driver that obtains a competition license by providing false information, pertaining to, but not limited to, name, address, past history, state driver's license, or medical form will be permanently ejected from NASA. Furthermore, that person may be reported to the authorities.

15.0 REQUIRED SAFETY EQUIPMENT

Disclaimer: These regulations must be strictly followed. Conformance to these regulations is the driver's responsibility. These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations it is the reader's responsibility to contact the NASA office immediately.

15.1 Fire Extinguisher

All cars without a fire system should have at least a fire extinguisher securely mounted inside within driver's reach while normally seated, belts fastened and steering wheel in place. The bracket should be metal and of the quick release type. The mounting hardware should be nuts and bolt and not just sheet metal screws. Fire bottles made of plastic or aerosol-type cans are prohibited.

The following chemicals are allowed:
Halon 1301 or 1211, two (2) pounds minimum; ABC dry chem., two (2) pound minimum; 10BC potassium bicarbonate (Purple K) *or sodium bicarbonate*; or 1A10BC multipurpose, ammonium phosphate and barium sulfate or Monnex. All fire bottles should have a gauge indicating their charge status. Any bottle without a gauge should be weighed to determine content. Once a bottle has been even slightly discharged it should be replaced or refilled.

15.2 Fire System

It is highly recommended that a fire system be installed (required on some cars, as specified in class rules). An on-board system uses lines routed through the car with a single actuator to engage in case of emergency. An on-board system shall use Halon 1301 or 1211, five (5) pound minimum, with a minimum of two (2) nozzles (one (1) in cockpit and one (1) in engine bay) with manual or auto release. Systems may also use AFFF material (i.e. SPA Lite, ZERO 2000, Coldfire 302) 2.25 liter minimum. If such a system is used, the appropriate atomizing nozzles shall be used. All AFFF internally pressurized system bottles shall use a working pressure gauge. All AFFF bottles shall be marked with the recommended "filled weight." All system cylinders should be securely mounted. On-board systems may also use CEA614 provided that the lines and nozzles are replaced as per the manufacturer's (3M) instructions.

15.3 Fire Extinguisher / System Required Decal

All cars must display one (1) "E" decal on the outside of the vehicle identifying the location of the fire extinguisher. The decal should be placed closest to the entry point of the vehicle where the fire extinguisher is most accessible from the outside. This decal indicates to someone assisting the driver where the easiest access point is located. Car builders should give careful consideration to this item. On vehicles with fire systems, one (1) decal is required at the release button, as well as and one (1) on the outside of the vehicle. [See note above.]

15.4 Fuel Cell / Tank

A fuel cell is not required, except as specified by class rules. It is recommended for all NASA classes, unless specifically listed otherwise. All cars having a fuel cell MUST

comply with the rules in this section, even if a fuel cell is not required. [Note: There are good fuel cells and bad ones; and it may be better to have a stock gas tank than a bad fuel cell.]

- There must be a solid metal bulkhead completely separating the fuel tank, fuel cell, filler neck hoses, and/or vent lines, from the driver compartment.
- Good quality fuel cells contain a bladder constructed of Nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer and are FIA FT-3 (or higher) rated.
- The cell should be in a container made of at least 0.036-inch steel, 0.059-inch aluminum, or 0.125-inch Marlex, fully surrounding the bladder.
- Foam internal baffling is required, as per FIA FT3-1999 (or higher).
- The filler cap, line, vents hoses, etc. should be designed so that no fuel will escape if the car is partially or totally inverted.
- There should be a small drain hole in the outside box to purge fuel trapped between the bladder and the box.
- *Filler necks should not be mounted through a window panel (exceptions may be made at the discretion of the Chief Scrutineer).*
- *The cell / bladder and components should be installed, maintained, and replaced per the manufacturer's instructions.*

15.4.1 Installation

Fuel cells shall be located within twelve (12) inches of the original tank. This measurement is taken from the perimeter edge of the original tank to the perimeter edge of the fuel cell. Additional reinforcements may be added to aid in the installation of the cell, but they shall not attach to the roll cage. Floor structure may be modified to aid in the installation of the cell. Steel location strapping is strongly recommended to keep the fuel cell from dislocating in a crash. Installing a fuel cell that hangs significantly close to the ground or is mounted closest to the rear of the vehicle, even if the installation meets with these rules, may be deemed unsafe and therefore excluded from competition. [Notes: There are some car builders that believe that installing a fuel cell in the aforementioned manner is advantageous to the handling of the vehicle. While this publication is not intended to cause debate, NASA encourages each car owner to choose an installer very wisely. A burning fuel cell is not easily extinguished in a short period of time, and therefore any claimed advantages in handling as justification for an installation configuration or location, should be questioned.]

15.4.2 Rotary-molded cells

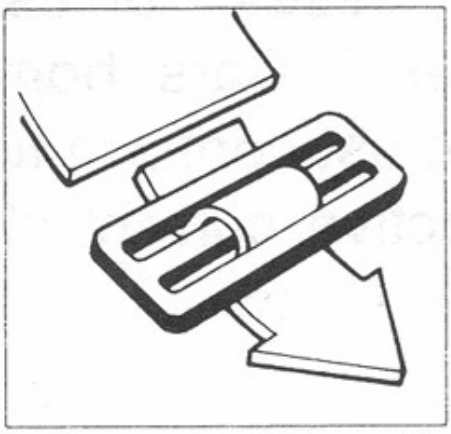
Rotary-molded cells are not allowed~~, unless they carry an FIA FT-3 (or higher) rating.~~ *unless the bladder meets the current FIA FT3 specifications and carries the current FIA FT3 standard certification mark, label, or stamp.* Most or all JAZ and RCI brand cells are examples of rotary-molded **cells that do not carry such ratings**. [Notes: A good fuel cell is made by companies such as ATL or Fuel Safe (other than their entry level models), and should cost $550 or more. Beware of inexpensive "*SCCA APPROVED*" cells. While SCCA is a fine organization, the stamp of approval found on some safety items may pertain to other forms of racing, and may not be consistent with these rules. Consult an expert before purchase.]

15.5 Driver restraint system

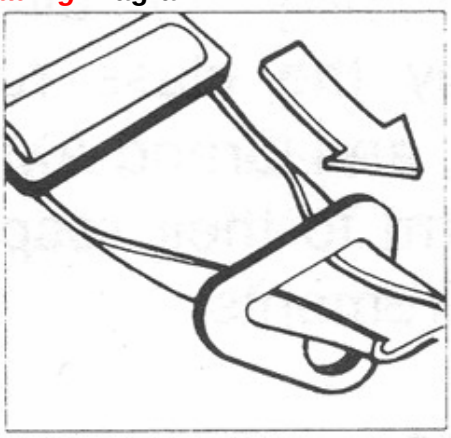
(See diagram at end of section)

1. All vehicles must have a five (5), six (6), *or seven (7)* point seat belt system. Arm restraints are required in open cars and cars with: Open T-tops, Open Targa tops, missing moon/sun roofs, or glass moon/sun roofs.
2. A five (5) point system consists of a three (3) inch lap belt, two (2) or three (3) inch shoulder belts, and a two (2) inch anti-submarine strap.
3. A six (6) point system is recommended for cars where the driver is seated in *an upright (to 30 degrees) or* a semi-reclining position. It consists of two (2) anti-submarine belts in addition to lap and shoulder belts. *Note: Current FIA Approved belt sets with 2" lap belts are acceptable with the six (6) point system.*
4. *A seven (7) point system is recommended for seats with more than thirty (30) degrees of incline. Note: Current FIA Approved belt sets with 2" lap belts are acceptable with the seven (7) point system.*
5. The material of all straps should be Nylon or polyester, and in new or perfect condition. The buckles should be metal quick release. There should be a common release for all belts. [Note: Certain Momo brand belts were recalled by the manufacturer. These are NOT suitable for racing.]
6. The shoulder harness shall be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of *no more than twenty (20)* ~~forty (40)~~ degrees with the horizontal.
7. *The seat, seat holes, and attachments to the seat are not permissible "harness guides" for compliance with the angle requirement. Only specific harness guide bars, or parts of the chassis or the cage are allow to be used for this purpose. The guide bar, if used, should not present a sharp edge to the belt. It should provide as much area of support as possible to distribute the load.*
8. Only separate shoulder straps are permitted. "H" type belts are allowed. "Y" type belts are not allowed. Each should strap must have an independent mounting point.
9. All mounting hardware should be SAE grade five (5) or better. Large diameter mounting washers should be used to spread the load. Bolting through floor panels etc. is not acceptable without required washers.
10. All belts should meet at least one of the following:
    A) SFI Specification 16.1 *or 16.5 (for use with HANS only)* and shall bear a dated label of no more than two (2) years old. At least one date label is required on belt sets.
    B) A restraint systems meeting FIA spec #8853/1985, 8853/98, or D-###.T/98, including amendment 1/92 may be used. FIA certified belts have a label that shows an expiration date. The belts cannot be used past December 31st of the year shown on the label. At least one date label is required on belt sets.
11. All drivers should take care to ensure that their belts are properly worn, adjusted, and latched. **"Cam-lock" type belts can be subject to inadvertent_release, should the driver fail to ensure that they are properly latched.**
12. Any driver involved in a high impact crash shall send all of their safety belts back to the manufacturer for inspection, re-webbing if necessary, and re-certification before they may be used again in competition. Proof of re-certification is the driver's responsibility.
13. *All belts should be threaded to the manufacturer's instructions. An example of one type of threading instruction set that appears at end of this section.*

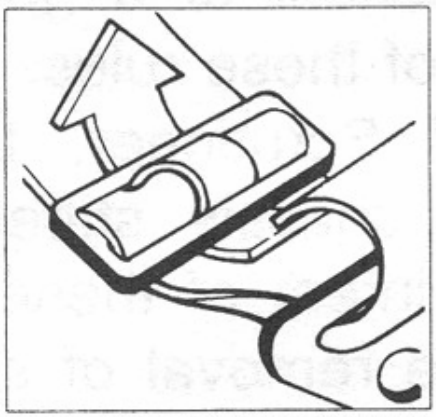
Typical Harness *Threading* Diagram



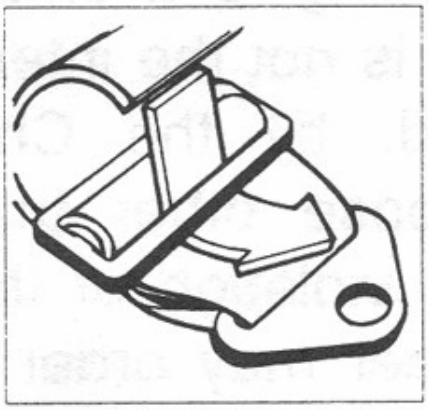
STEP 1: Insert strap through tightening buckle.



STEP 2: Pull strap to 8"–10" beyond buckle, fold edges and insert into mounting bracket.



STEP 3: Fold back strap and re-insert through buckle as shown.



STEP 4: Fold back strap again and insert through bottom portion of buckle.

15.6 Roll Cage

(See diagram at end of section)

15.6.1 Purpose

The basic purpose of the roll cage is to protect the occupant in case of a rollover or a collision. It must be able to withstand the weight of the car landing on the roof. These rules apply to all classes, unless otherwise superseded by the class rules. Vehicles homologated by, or built to the specifications of, SCCA, IMSA, and Grand AM must conform to these rules, or may conform to their respective current class rules for roll cage requirements. It is the responsibility of the driver to have these (non-NASA) rules in his/her possession.

15.6.2 Intent

Chassis stiffening is a side benefit of a good roll cage system, but it is not the intent of these rules. Parts of the cage deemed by the Chief Scrutineer, to serve no practical purpose other than chassis stiffening may be considered in violation of the intent of these rules (Note: Some class rules allow for chassis stiffening.). The Chief Scrutineer may order the removal of said parts, or require that the vehicle owner redesign, reconstruct, and re-certify the roll cage if warranted. The removal or redesign of the cage, whole or in part, to comply with these rules, does not imply that penalties will not be issued for violating the intent of these rules.

15.6.3 Installation

The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.

15.6.4 Padding

All roll cage surfaces that may come in contact with the driver shall be padded with high-density padding such as Ethafoam or Ensolite. It is recommended that padding meeting SFI specification 45.1 be used.

15.6.5 Bends

None of the tubing may show any signs of crimping or wall failure. All bends must be Mandrel type. The center radius of the bends may not be less than three (3) times the outside diameter of the roll cage tubing.

15.6.6 Main Hoop

The main roll cage hoop shall be as wide as the full width of the interior and must be as close to the roof as possible without violating CCR section #15.6.2 Inspection. One continuous length of roll bar tubing shall be used as the main hoop. The main hoop must consist of not more than four (4) bends maximum, totaling one hundred eighty (180) degrees +/- ten (10) degrees.

15.6.7 Diagonal Brace

At least one (1) diagonal brace shall be used in the same plane as the main hoop. One end of the diagonal brace shall attach to the corner, or horizontal part, of the main hoop above the driver's head, within twelve (12) inches of the driver's-side corner. The other end of the diagonal brace shall attach to the mounting plate (or to the main hoop as

close to the mounting plate as practically possible) diagonally opposed to the driver's head (passenger floor).

15.6.8 Forward Hoops (Option 1)

The forward hoops shall extend from the main hoop (in a forward direction) to the floor by following the roof and the "A" pillar of the car. There shall be a bar connecting the two (2) forward hoops at the top of the windshield mounted as close to the roof as possible without violating CCR Section #15.6.20 Inspection. The forward hoops shall incorporate no more than four bends each. Optionally a "15.6.9 Halo Hoop (Option 2)" or "15.6.10 Front Hoop (Option 3)" construction may also be acceptable.

15.6.9 Halo Hoop (Option 2)

A "halo bar" extends from the main hoop (in a forward direction) following the roof line to the windshield then following along the top of the windshield, then following the roof line back to the main hoop, thus creating a "halo" over the driver's head. A "halo" bar shall be constructed of one continuous piece of tubing. One (1) down tube following the "A" pillar must support the "halo" on each side of the car. The down tubes shall incorporate no more than two (2) bends each.

15.6.10 Front Hoop (Option 3)

A "front hoop" is a bar that extends up from the floor, then follows the "A" pillar up to the roof, then follows the roof line across the top of the windshield, then back down the other "A" pillar, and then terminates on the floor. There must be one (1) horizontal bar (following the roof line) connecting the main hoop and the forward hoop on each side of the car. The front hoop shall incorporate no more than four (4) bends.

15.6.11 Rear Braces

The main hoop must have two (2) braces extending to the rear. The braces shall be attached as near as possible to the top of the main hoop, and no more than six (6) inches below the top. **The braces must not contain any bends**. There must be at least 30 degrees between the plane of the main hoop and the plane of the rear braces. The main hoop rear braces shall be installed to form no more than a one hundred five (105) degree angle or no less than a seventy-five (75) degree angle with the main hoop when viewed from the top. The main hoop braces may be mounted at the rear shock mounts or suspension pickup points (providing that the braces remain in compliance with all other sections of the CCR). They may go through any rear bulkheads provided the bulkhead is sealed around the cage braces.

15.6.11.A Rear Braces - Exceptions

On cars where the rear window/bulkhead prohibits the installation of rear braces (Porsche 914, Pontiac Fiero, etc.) the main hoop must be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting location. There must also be a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point ("Petty bar"). Some cars built for racing in other recognized sanctioning bodies may be granted a waiver of this rule, however they must show proof of compliance with the current published rules for their class.

15.6.12 Door Bars / Side Impact Protection

At least one (1) door bar on driver side and one (1) on the passenger side must be used. The driver's door window glass, window operating mechanism, armrest, map pockets, door panel, and inside door latch may be removed providing that is for the sole purpose

of installing “NASCAR” style door bars.* The stock side impact beam, if equipped, and the outside door latch/lock mechanism shall not be removed or modified.

*This gutting of the door is only permitted on driver’s door and, if undertaken, the roll cage must incorporate at least two (2) NASCAR style door bars that extend into the door. Certain class rules may supersede this rule. “NASCAR Style” means to NASCAR specification in regard to configuration. For example, the two required bars should be parallel with respect to each other, and contain the appropriate vertical support tubes. See NASCAR rules for more information.

15.6.13 Mounting Points

The roll cage shall be mounted to the floor of the car in six, seven, or eight points. The cage shall not go through the firewall. The seventh and eighth points must attach to the firewall or front fender wells. All cage attachment points must be mounted to plates. Each required cage bar shall terminate on a plate with a 360 degree weld to the mounting plate, except as specified in Section 15.6.14.B. There shall be only one (1) mounting “point” per plate. This point is defined as where the “required tube” mounts. All additional tubes mounted to that plate must be mounted as close to the required tube as possible [Ref: (15.6.14.B)].

15.6.14 Mounting Plates

Each mounting plate shall be no greater than 100 square inches and no greater than 12 inches or less than 2 inches on a side. Welded mounting plates shall be at least 0.080-inch thick. Plates may extend onto vertical sections of the structure. Any mounting plate may be multi-angled, but shall not exceed 100 square inches total including vertical sections**.** Each mounting plate should have an area of not less than nine (9) square inches.

15.6.14.A Mounting Plates – Bolt-In Cage

The attaching points of a bolt-in cage to the body must use reinforcing plates to sandwich the body. At least three (3) bolts are required for each bolt-in plate and the plate must be at least 3/16 inch thick. All hardware must be SAE Grade 5 or better with 5/16” diameter minimum. All nuts must be held securely by a locking system such as safety wire, lock washer, Ny-lox, or jam-nuts.

15.6.14.B Tube / Mounting Plate Specifications

Any number of tubes may attach to a plate so long as they are touching each other at the plate. There may be a small gap between tubes to allow welding 360 degrees around each tube. If there is no gap between the tubes, they must be welded around the base as much as possible to form a single figure-eight weld, AND the tubes must be welded to each other two (2) inches up from the base plate.

15.6.15 Welds

All welding must be of the highest quality with full penetration and shall conform to the American Welding Society D1.1, 1994 Edition, Structural Welding Code, Chapter 10, Tubular Structures and Standards for the material used. Arc welding should be used whenever possible. It is strongly recommended that the welder inspect all welds using Magnaflux™, x-ray, or other effective methods. All tubes must be welded 360-degrees around the circumference of the tube.

15.6.16 Tube Structure Design / Body

Tubes may touch the body in any place (not to violate CCR section #15.6.2 Inspection), but shall not be attached anywhere except as permitted by CCR Section #15.6.11.A

Rear Braces - Exceptions. No deformation of the interior body panels is permitted, except that the horizontal part of the sheet metal between the main hoop and the top of the "A" pillar (next to the driver's and/or passenger's head), may be pushed in to accommodate the roll cage. The intent of this allowed deformation is strictly to allow for more headroom for the driver and/or passenger.

15.6.17 Additional Reinforcement

Any number of additional reinforcing bars are permitted within the structure of the cage provided that they are installed strictly for safety and do not violate CCR Section #15.6.2 Intent. This rule does not permit reinforcements in classes with spec cages.
All required bars must be made of the same material and meet with at least the minimum specifications for size and thickness.

15.6.18 Roll Cage Tubing Sizes

For the purposes of determining roll bar tubing sizes, vehicle weight is as raced, but without fuel and driver. Note: There is an allowance of minus 0.010 inches on all tubing thicknesses. Minimum tubing size for the roll cage is:

Up to 1500 lbs.
1.375" x 0.095" DOM/Alloy/Seamless

1501 - 2200 lbs.
1.500" x 0.095" DOM/Alloy/Seamless
(No issuance of log books for cars with *ERW* cages being certified after April 30th, 2003)

2201 - 3000 lbs.
1.500" x 0.120" DOM/Alloy/Seamless
1.750" x 0.095" DOM/Alloy/Seamless
(No issuance of log books for cars with *ERW* cages being certified after April 30th, 2003)

3001 - 4000 lbs.
1.750" x .120" DOM/Alloy/Seamless.
No ERW allowed.

Over 4000 lbs.
2.000" x 0.120" DOM/Alloy/Seamless.
No ERW allowed.

15.6.19 Bending Allowances

If the maximum number of bends is exceeded all components shall be made from the tubing size listed for the next heavier category and must be approved by a NASA race tech station or scrutineer.

15.6.20 Inspection

A 3/16-inch inspection hole must be drilled in each of the required bars in a non-critical area for the purpose of determining wall thickness. All welds, except those mounted to plates on the floor, must be accessible for inspection (360 degrees).

15.6.21 Head Restraint

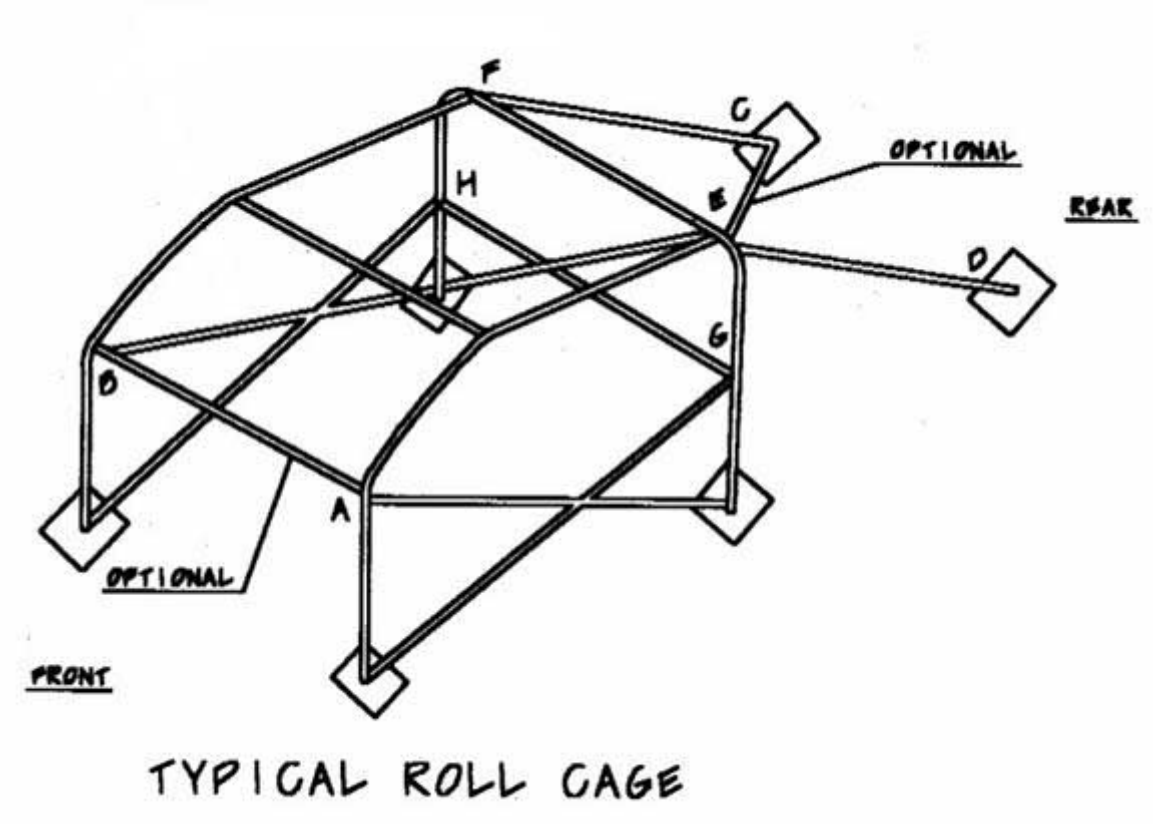
A head restraint must be used to help prevent whiplash. The head restraint shall have a minimum area of thirty-six (36) square inches and be padded with a non-resilient

material such as Ethafoam or Ensolite with a minimum thickness of one (1) inch. It is recommended that padding meeting SFI specification ~~45.1~~*45.2* be used.

15.6.22 Seat Back Support

A seatback support must be made to hold the seat from going back in the event of a crash. A plate should be used to distribute the load. No bolts, corners, or sharp objects should be placed is such a manner that could lead to a possible puncture of the driver in a high impact crash. Proper design and installation is crucial to safety and it is recommend that the driver employ the services of a professional race car builder for this, as well as all other vehicle safety items. An exception may be made for those seats homologated to, and mounted in accordance, with FIA 8855-1999 standards. Those seats that qualify for the aforementioned exception must conform to the entire FIA 8855-1999 set of regulations. This includes a mandatory seat replacement of any seat more than five (5) years old. Please reference the FIA regulations. http://www.fia.com/

ROLL CAGE DIAGRAM



TYPICAL ROLL CAGE

15.7 Hand Operated Controls

All cars with hand-operated controls (i.e. for disabled) will be subject to close scrutiny for safety reasons. Controls that were made to operate the gas and brakes may be adequate for street applications, however they may be poorly designed for racing. The Chief Technical Safety Compliance Officer should make a determination, and employ and consult with NASA's engineering department if necessary, in order to ascertain confirmation of an adequate design.

15.8 Master Switch

An electrical master switch is recommended on all cars, and required on some, as listed in the class rules. It shall be mounted so that it is easily accessible from the outside. The switch shall cut all power except to the on-board fire system and any other life support / medical device. The switch location must be clearly marked. Any marked switch must function as per this rule, or the indication decal must be removed.

15.9 Steering Wheel Lock

The steering wheel locks shall be removed except where authorized by class rules or by exception from the Race Director.

15.10 Window Nets

Window nets shall be used on the driver's side window. The net shall be installed with a quick release mechanism at the top front mount so as to allow the window net to fall toward the floor of the vehicle when released. Fasteners must be metal and must be attached to the roll cage, and not the door or body. Drilling holes in the roll cage to mount the window net is strictly prohibited unless properly "bushed" (not recommended). No plastic ties or Bungee (type) cords allowed. The window net must *be in very good condition and* carry an SFI label indicating a date showing that the net is less than ~~two (2)~~ *five (5)* years old.

15.11 Camera Mounts

Cameras must use at least one (1) bolt to attach to the mount and at least one (1) additional strap or tether must be used to secure the camera. Drivers found to have poorly, or improperly mounted cameras will be subject to harsh penalties and fines. A tether must be made of high tensile Dacron or steel, and must be short enough to prevent the camera from reaching any part of the driver.

15.12 Tow Eyes

It is ~~**STRONGLY** recommended~~***required*** that all race vehicles have at least two (2) easily accessible (and usable) tow eyes*, or tow points*;~~,~~ one (1) in front and one (1) in back. They must not protrude dangerously from the car or require manipulation of the bodywork and/or panels to access the tow eyes. They must be strong enough to support the weight of the car. If tow eyes *or tow points* are not available the towing crew will hook onto other things that may cause damage to the driver's car. The tow crew and NASA will not be held liable for any damage. ~~Again, tow eyes are STRONGLY recommended.~~

15.13 Windshield / Sunroof Clips

Windshield clips are recommended to hold the windshield from ejecting in case of a crash. Sunroof clips are required. Glass sunroofs (moon roofs) must be removed or completely covered with tape on both sides. The tape used to protect headlights from rocks is recommended.

15.14 Hoses Inside Cockpit

All hoses carrying any liquids or any gases that go through the cockpit must be metal or steel braided. Any hoses that carry cold water, such as washer fluid, cool suit, etc. are exempt from this rule.

15.15 Lights

All non-formula cars must have at least one (1) operating *red* brake light visible from the rear of the car, unless otherwise stated as optional (or prohibited) by the specific class rules. All formula cars must have a red tail light of at least fifteen (15) watts. All cars must have at least one functioning *red* taillight, *red* brake light, and adequate headlights when competing in night races. Except during night races, all lights must be covered with tape. Brake lights shall not be covered with tape or have their function altered or purposely hindered in any way.

All brake lights shall only be activated by a switch, which indicates the application of the braking system. Brake light switches and activation systems shall function so as to indicate the moment that the brake pedal engages the brakes. No adjustment to allow for early signals, false signals, or late signals of braking is permitted, unless superseded the by class rules. Additionally, this rule applies to all vehicles that utilize brake lights in a class where brake lights are optional.

15.16 Driver's Seat

The driver's seat must be securely fastened and braced in such a way as to minimize the possibility of breaking loose during an impact. Large fender washers and solid fabricated mounts are recommended. Seats made primarily of plastic, PVC, ABS, or other similar polymers are strictly prohibited. The installation of the seat must conform to all requirements published by the manufacturer.

15.16.1 Racing Seat

Some series require and approved racing seat. It is strongly recommend that a racing seat be installed in all vehicles. A racing seat is of solid design; not "tube and cloth" designs commonly found in passenger cars. It can be very difficult to properly brace a "tube and cloth" type seat and the vehicle may not pass technical inspection. Additionally, the cloth or material on a "stock" seat is typically not flame retardant. Therefore, the proper installation of a racing is strongly recommended.

15.16.2 Seat Mounting

The seat should be mounted to a steel floor pan with reinforcements. A reinforcement structure should be fabricated with a minimum thickness of 0.090" for those vehicles without a steel floor pan. The reinforcement structure should be mounted to (or within) the steel frame / chassis / cage members.

15.17 Driver's Attire

The following safety items are required for the driver to participate in a race. All equipment shall be in a state of good condition. All defects, holes, tears, cracks, and other damage shall be repaired to the satisfaction of the Impound Inspectors. Drivers' racing attire and belts will be subject to random safety inspections at any time while at the race facility. **If, at any time, illegal, non-conforming, or outdated safety equipment is found, the equipment (in its entirety) will become the property of NASA**. Additionally, **the driver will be fined $50** for each separate offense. Subsequent offenses during the same season will double the penalty each time. NASA reserves the right to make the penalties more severe should the situation warrant.

15.17.1 Driving Suits

A driver is required to wear a suit that covers his or her entire body except for hands, feet, and head. Driving suits shall be one piece and made of *fire restraint material such as~~the following material~~*: Nomex, PBI, Fypro, Kevlar, IWS (wool), Fiberglass, Durette, FPT, Kynol, Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, or Durette X-400. Combinations of the above listed material are also acceptable as is any one piece suit carrying an SFI 3.2A/1 rating or higher (3.2A/5, 3.2A/10, 3.2A/15, or 3.2A/20).

15.17.2 Underwear

Approved underwear made of fire resistant material such as: Nomex, PBI, Fypro, Kevlar, IWS (wool), Fiberglass, Durette, FPT, Kynol, Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, or Durette X-400 must be worn with all suits except those made of three (3) layers or carrying a rating of SFI 3.2A/5, 3.2A/10, 3.2A/15, 3.2A/20 or *FIA 8856-2000*. *Underwear ceritified to SFI 3.3 or FIA 8856-2000 is strongly recommended in all cases.*

15.17.3 Helmet

All drivers are required to wear an approved helmet while on track. Helmets must be approved by Snell and carry a sticker of Snell 95 (SA1995) or better. Ratings other than that of "SA" (Special Application), i.e. "M1995, M2000", **are not acceptable**. The back of each helmet shall contain at least the driver's name; and it is recommended that it includes: date of birth, drug allergies, blood type, date of last tetanus, emergency contact name and number, and any relevant medical history or conditions. Any driver whose helmet sustained substantial impact with an object (including throwing it or dropping it, onto the ground) is required to send their helmet to the Snell Foundation, 3628 Madison Ave, North Highland, CA 95660, (916) 331-5073 for testing and re-certification before the helmet may be used again in competition. Details of the incident should be included. Proof of re-certification is the sole responsibility of the driver. *Note: SA2000 helmets will be required in 2006.*

15.17.4 Gloves

Drivers shall wear gloves made from fire resistant material or leather that fully cover the hands and leave no exposed skin when worn with the driving suit.

15.17.5 Eye and Face protection

A full-face helmet with an impact resistant face shield is *required in "open" cars (FFR, sports racers, formula cars) and* highly recommended *for all vehicles*. Eye protection is required. Face shields, safety glasses, or goggles all made of impact resistant material are permitted as "eye protection." However, the choice of eye protection used, and the responsibility for any failure, belongs to the driver. Drivers with beards or long hair must

also wear a face cover (balaclava) made of approved fire resistant materials. A full helmet skirt made of Nomex or other fire resistant material shall also satisfy this rule.

15.17.6 Shoes

Shoes made of fire resistant material or common cowhide leather are required. Shoes must cover the entire foot so that there are no exposed areas of skin.

15.17.7 Socks

Socks made of approved fire resistant material must be worn.

15.17.8 ~~Neck Support Collar~~ *Head and Neck Restraint*

Neck injuries can be severe and long lasting, and can occur even in the minor collisions. *Use of a head and neck restraint system is strongly recommended and may be mandatory in some series.* A neck support collar *is permitted however, if used, it must be covered in fire resistant material such as Nomex.* ~~is strongly recommended. The neck support collar shall be made of Nomex, or other fire resistant material.~~ Any competitor with previous neck injuries or other similar medical condition is required to wear a neck support collar *or another head / neck restraint device*, unless otherwise prohibited by a doctor. It is the sole responsibility of the competitor to ensure compliance with this rule. NASA will not be held responsible for enforcement. ~~A device commonly knows as a "HANS device" is permitted, providing that the driver accepts full responsibility for the success or failure of the device, including but not limited to, his or her expectation(s) of the performance / protection of said device.~~

*References and information can be found in "Appendix D," section #*29.0 *of the CCR.*

IMPORTANT NOTICE: *It is expected that use of a head and neck restraint system or device, meeting SFI 38.1 will become mandatory for all road race series as of January 1st, 2006.*

TECHNICAL INSPECTION SECTION

“Inspection helps ensure protection from oversights”

16.0 VEHICLE SAFETY INSPECTION

16.1 Competition Vehicle Logbook

Each entrant is required to possess, and present upon demand, a current NASA Competition Vehicle Logbook issued for the entered vehicle. Only a NASA authorized Inspector, or inspection shop, can issue a NASA Competition Vehicle Logbook. Only one Competition Vehicle Logbook will be issued per vehicle, unless the original has been lost, and special permission is granted from the NASA Region office. Each Region office is required to keep records reflecting the issuance of all Competition Vehicle Logbooks. To be eligible for a NASA Competition Vehicle Logbook, the vehicle must meet or exceed all of the requirements listed in this section "16.0 VEHICLE SAFETY INSPECTION." [Note: Some of the requirements in this section may be waived for cars that meet the current published safety rules for their class listed with another bonafide sanctioning body (i.e. FIA, IMSA, ALMS, SCCA, Grand Am), unless otherwise specified by these rules.]

16.2 Annual Safety Inspection

Each calendar year before vehicle's first race, the vehicle must go through a full inspection, which must be done by appointment, by an authorized NASA Tech Official or at one of the NASA authorized completion vehicle tech shops**. NASA Officials may inspect cars for safety issues at any time.** "Surprise" safety inspections are common at NASA events, and if any illegal items are found, the competitor will be held accountable.

16.2.1 Re-Inspection- Alteration/Damage

A vehicle must be re-inspected by a Tech Inspector or a NASA authorized shop, if it has been involved in a major crash, or if deemed a new inspection is necessary by indications of notes in the Logbook. Vehicles that have had safety equipment altered or damaged must have their vehicles re-inspected by a NASA Tech Inspector or one of the authorized shops.

16.2.2 Emergency Exit Time

The car must be setup to allow drivers to exit the car quickly in an emergency. Drivers will be tested from time to time to ensure that they can meet the specified time for exiting the car in the event of an emergency. The driver must demonstrate the ability to exit their car within ten (10) seconds by opening the door (for cars with doors) or formula / sports racers, and within fifteen (15) seconds by way of the window opening for sedans. Drivers must be wearing all of their required driver's gear and be tightly belted into the driver's seat when the clock starts. Anyone that fails this test may be penalized with penalties ranging from a fifty ($50) dollar fine to exclusion from participation until corrections are made.

16.3 Safety Inspection At Each Event

Because technical compliance training is a requirement for acquiring a NASA Competition License, all drivers are responsible for inspecting their own cars for each event. At each event, the driver must fill out and sign a tech form. The tech form shall be taken to the tech area with the car's logbook. The logbook will be signed, "OK for

Competition," by the Tech Steward. The driver then proceeds to registration with the signed tech sheet.

Any driver failing to properly prepare his/her car as required by the tech sheet may be subject to license revocation, monetary fines, disqualification, or other penalties. All competition vehicles will be subject to random safety inspections at any time while at the race facility. **If, at any time, illegal, non-conforming, or outdated safety equipment is found in or on the car, that equipment (in its entirety) will become the property of NASA.** Additionally, **the driver will be fined fifty ($50) dollars** for each separate offense. Subsequent offenses during the same season will double the penalty each time. NASA reserves the right to make the penalties more severe should the situation warrant.

Any on-track mechanical failures of parts or systems, that is the competitor's responsibility as defined by the "Competition vehicle Technical Inspection Form", will result in a warning, and possibly fines. A second offense during the same season will result in loss of qualifying times and/or race position. Additionally, fines may be imposed as defined by the safety rules.

17.0 VEHICLE LEGALITY INSPECTION

17.1 Impound

The top four (4) finishing drivers and cars in each class must proceed to impound immediately after the race. Additionally, any vehicles that lost any body panel(s), had body contact, and/or lost any parts (i.e. muffler) on track must report to impound. Failing to do so may result in penalties imposed on the driver. If in doubt about finishing positions the vehicle and driver shall report to impound. It is the driver's responsibility to report to impound with the vehicle and the vehicle's logbook at the proper time.

17.2 Post Race / Qualifying Legality Inspection

Tech Inspectors have the right to inspect anything in sight. If they choose to inspect an exhaust manifold and they notice something suspicious with the exhaust port, they have the right to ask the driver to take apart the motor. NASA Officials reserve the right to inspect the cars for spec rule compliance following any qualifying or race. Generally speaking, the Impound Inspector(s) will check the same random items on all of the impounded cars. However, they may inspect different items on different cars for different reasons.

Any competition vehicle that has been impounded may be required to remain in impound for the necessary time to allow inspection. The competitor may not be allowed to compete in other races until the impound procedures are finished. On occasion, if possible, the protested item may be sealed and the competitor allowed to compete. The car would then be inspected after the race. If the seal is missing or broken, the competitor will be subject to penalties for non-compliance.

17.3 Disassembly

Tech Inspectors will not disassemble any part themselves. They will leave it up to the competitors and their crews. If the inspection is being performed as part of the normal impound inspection process the competitor will bear the cost of disassembly and re-assembly.

17.4 Confidentiality

A competitor has every right to protect information about legal modifications and setup pertaining to their vehicles from other competitors. If a competitor feels that inspection by the Tech Inspector (i.e. if the Inspector is another competitor) will result in loss of information to another team, he/she may lodge such an objection with the Inspector. Once an objection has been lodged, the Tech Inspector will remain in impound while the competitor locates the Race Director. The Race Director will then make the determination of legality. The tech inspector may watch the vehicle or assign someone to watch it, but shall not conduct any inspections, other than those agree upon between himself/herself and the driver.

17.5 Protests, Request for Action, and Appeals

17.5.1 Protests

Any entered driver may lodge a protest against another driver disputing the mechanical compliance of their competition vehicle. To lodge a protest, the protestor shall obtain a "*Protest Form"* from Registration, fill it out, and file it, along with the appropriate fee, with the Race Director. The Race Director may accept the protest, may extend the time allowed, or may reject the protest. For the protest to be valid, it must meet the following conditions:

1. Be filed within thirty (30) minutes of the completion of the race.
2. Each part that is being protested must be named specifically.
3. Each part may be considered a separate protest, in terms of fees.
4. Each part listed shall be accompanied by the rule(s) number that it violates.
5. The title of the rulebook must be cited with each rule number.
6. Accepted by the Race Director.

The Race Director reserves the right to modify these rules as cited in CCR section #21.1

17.5.2 Request For Action (RFA)

Any entered driver may lodge a protest against another driver's on-track conduct. The protestor shall obtain a "*Request for Action Form*" from Registration, fill it out, and file it, along with the appropriate fee, with the Race Director. The RFA Form must be filed within thirty (30) minutes of the end of the session, in which the incident occurred. The Race Director may accept the RFA, may extend the time allowed, or may reject the RFA.

17.5.3 Appeals - Regional

Any entered driver may appeal any decision made by any Official. The driver must obtain an "*Appeal Form*" from Registration, fill it out, and file it, along with the appropriate fee, with the Race Director. The Appeal must be filed within the specified time. The Race Director may accept the RFA or may extend the time allowed. The Race Director must accept any appeal regarding his/her own decision, however may choose to reject any other appeal. All appeals made involving the decision of the Race Director shall cause the Race Director to carefully reconsider his/her decision. If appealing driver is not satisfied after the Race Director has reconsidered the matter, then he/she (the driver) shall have the following options:

1. Allow the Race Director to form a panel of no less than three (3) people that are acceptable to the appealing driver.
2. Request that the Race Director to forward the Appeal to the Executive Director. The Race Director shall forward a copy of the appeal form, all documentation in the case, all evidence in the case, and his/her written statements to the Executive Director. This information must be sent (postmarked by registered mail or faxed) no later than three (3) business days after the last day of the event. The Race Director may retain the appeal fee until the case is settled, however he/she must return the original appeal form to the appellant driver.

Time allowance (endurance races handled separately for time allowances): An appeal must be filed with the Race Director within thirty (30) minutes from the time when the driver was first notified or by the end of the session (if applicable,) which ever allows the driver more time. The Race Director reserves the right to modify these rules as cited in CCR section #21.1. However, the Race Director cannot modify any rule or procedure to

interfere with a driver's right to file an appeal with the Executive Director (National Appeals, section #17.5.4). Appeals based on notification of decisions by mail or fax shall be given a period of ten (10) days from the postmark, or the date of the fax.

Note: The section specifically allows any entered driver to appeal to the Executive Director any decision made by the Race Director including rejection of an appeal, and even the original decision of an appeal.

In appeals not involving the Race Director, the Race Director may take any action deemed necessary including overturning, upholding, or modifying the original decision and/or increasing and/or decreasing the penalties. This specifically allows the Race Director the power to increase a penalty, particularly when an appeal is not well founded, or lacks the presentation of evidence based on the rules, past precedence, etc.

17.5.4 Appeals - National

Any decision made by the Race Director may be appealed to the Executive Director. Any decision made by the Executive Director is final. The appellant must submit, in writing, all of the details of the case, including references to all applicable rules, along with any and all evidence, including a copy of original appeal form, and the fee of one hundred ($100) dollars, to the National Office. All items must be sent (postmarked by registered mail or faxed) three (3) business days after the last day of the event. The Executive Director, at his discretion, may grant written permission to extend the time frame for both the appellant and the Race Director equally, in extreme or unusual cases. The Executive Director may review the case based solely on the evidence presented within the time frame. No new evidence may be allowed after the time frame for submission has passed. However, the Executive Director may call upon either party, at anytime, for clarifications.

Appeals based on notification of decisions by mail or fax, shall be given a time frame of ten (10) days from the postmark, or the date of the fax.

The Executive Director shall make an effort to ensure that fairness and justice is served. He will administer the case holding these two qualities in higher regard than any other factor. In this light, he shall not be confined by any NASA regulations, whether Regional or National, and only restricted by outside contract and by applicable laws, as set forth in CCR Section #2.7.1. The Executive Director has the power to make adjustments in decisions and penalties in each case.

If an appeal is ruled to be "not well founded," the appeal fees (both Regional and National) will be retained and the Executive Director may increase the penalties. If the appeal is deemed "well founded", the appeal fees will be returned. There will be no penalties issued to the NASA Official(s) in question for errors and/or omissions made in good faith. However, any NASA Official that has been deemed by the Executive Director to have violated any governmental laws, acted in bad faith, showed bias, or willfully attempted to cause detriment to a competitor, may be acted upon as described in CCR Section #2.2.1.

17.6 Bad Faith Protests

Any competitor, entrant, or team member having knowledge or suspicion of illegal parts or modifications to another competitor's vehicle has an obligation to immediately disclose that information to that team, or to the Race Director, before the start of the

race. To file a protest in violation of these rules will cause action to be taken against the protestor. This will not however, affect the acceptance, rejection, or out come of the protest.

17.7 Class Rule Compliance

Each competition vehicle must conform to a published set of rules for its class. Any competitor found to have qualified or raced a competition vehicle found to have unauthorized modifications may be penalized. NASA Impound Inspectors will determine legality of modifications to competition vehicles. **Any modification(s) to performance items, whether it is a performance advantage or not, will be termed "illegal," and subject to penalties.** Performance items are those items that, if modified, could potentially increase performance. For example, a missing headlight would not necessarily be considered illegal, and normally, the competitor would be required to make corrections without penalties. *Class rules supersede rules found in the CCR anytime that there is a conflict.*

17.8 Minimum Weight

Each car that that is checked for minimum weight will be subject to the following policy: Each owner / driver will be given a standard five (5.0) pound leeway under the minimum published weight for their car during the first time the car is weighed for that event (weekend). After the initial weighing, the competitor must meet the exact published weight with zero (0.0) pounds leeway for the remainder of that event. This policy should compensate for any discrepancies between scales, margin of error, and imperfections in ground surfaces. No other tolerance will be given.

18.0 GENERAL COMPETITION VEHICLE RULES

18.1 VEHICLE APPEARANCE

18.1.1 Car Numbers

The vehicle must exhibit its assigned car number on both sides and front of the car. The competitor is required, in most classes, to use NASA provided car numbers and backgrounds for the sides. The competitor should consult their specific class rules. If no car number requirements are listed, or NASA is temporarily unable to provide numbers, then the following requirements shall be met: NASA provided backgrounds shall not be altered.

The side numbers must be at least ten (10) inches tall with a one and a half (1.5) inch stroke and be of a contrasting color. The front and/or rear numbers must be at least four (4) inches tall. The distance between the numbers shall be as wide as the stroke of the numbers. No metallic numbers having iridescent and/or reflective properties are allowed. Reflective numbers for night driving is highly recommended and may be required at some events. No wood-grain numbers are allowed.

18.1.2 Advertisements And Graphics

Advertising and graphics may be used on the vehicles provided they are in good taste and do not interfere with the required identification marks or conflict with any series' sponsors. All competition vehicles are required to prominently display at least four NASA decals: one (1) on the front of the car, and one (1) on each side and one (1) on the rear. This applies to all race classes except certain guest groups, and any other race classes designated by the Regional Director.

18.1.3 Car Condition

All competition vehicles must be in good condition. Excessive body damage, primered body panels, etc., will not be allowed. The vehicle's mechanical condition must always meet the safety requirements and may not pose a hazard. The vehicle may be inspected for safety violations at anytime while at the race facility. The competition vehicles must meet the "50/50" rule that means they must look undamaged and straight at fifty (50) mph from fifty (50) feet. Some latitude will be given to those that have damaged their vehicles during the event and have made a reasonable effort at compliance with this rule. The competitor is expected to have the vehicle in compliance by the following event. In some classes, thirty (30) days will be given for crash repairs. Crash damage that did not happen at a NASA event, does not warrant any latitude or a time period for repairs. Only the Race Director, Executive Director, or the race promoter may grant exceptions to this rule.

18.1.4 Loss of bodywork

All major body components such as hood, trunk, doors, etc. shall be maintained in normal position during all on track activities. If loss of bodywork is a hazard, the car may be black-flagged. A vehicle completing a race with missing bodywork may be penalized. The vehicle must also meet the required minimum weight.

18.2 Mufflers: Sound Limit.

There may be a specified noise limit for each event. For the purposes of this section the term ”Black Flag” refers to either a standard Black Flag, or a Mechanical Black Flag. A vehicle measured to be over the sound limit will be Black Flagged. The Black Flagged driver must pit immediately. Failure to pit immediately when given the Black Flag for a sound violation will carry extremely severe penalties, typically a fine of five hundred (500) dollars. The vehicle will not be allowed on the racetrack until significant changes are made to make the vehicle quieter. The following rules apply to all events unless otherwise specified: [*A car Black Flagged for excessive noise two (2) times during the same event shall be excluded from the event. No car shall be re-included unless specifically permitted by the Event Director. A bonafide mechanical failure of the muffler/exhaust system will not be held against the driver; however, it must be satisfactorily fixed before further on track participation is allowed.]*

18.3 Tires

Tire grooving is not permitted in classes with “spec” tires. All drivers competing in classes that require “spec” tires must purchase their tires from the specified vendor. Call the local NASA office to find out which vendor is required.

18.4 Required Vendors / Spec Parts

Some of NASA’s racing series require that certain parts be purchased through certain vendors in order to maintain the sponsorship programs. It is the competitor’s responsibility to know what parts are “spec,” and where they must be purchased.

18.5 Permitted Fuel

Permitted fuel is any grade of gasoline, 100% petroleum derived. If using anything else (i.e. methanol, nitrous, etc.), the Race Director must approve before driving on course. In HPR and Super Unlimited class any fuel is permitted provided that the Race Director is notified of the alternative fuel and the Material Safety Data Sheet for that alternative fuel is provided.

18.5.1 Fuel Additives

No fuel additives are allowed except as where superseded by the class rules.

18.6 Engine Paint And Coatings

Engine painting is allowed, provided that it is applied to external parts only. No painting or coatings to any internal drive train parts, manifolds, etc. is allowed, unless specifically allowed by class rules.

18.7 Data Acquisition Systems

This section applies to all classes, unless otherwise specified by class rules. All data acquisition systems are prohibited except for NASA approved systems and driver-training programs. No data acquisition system may be used in testing, practice, warm-up, street driving, or racing (with NASA or any other sanctioning body). No brackets, sensors, or mounting hardware for data acquisition systems are permitted. Violation of this rule is considered to be a violation of the intent of the series. Anyone caught in

violation of this rule will be subject to permanent ejection from this series. The following systems are approved for use:
G Analyst
Hot Lap Timer
Hot Lap Performance Monitor
Intercomp Lap Timer
My Chron Light
My Chron 2
My Chron 3
My Chron 3+
My Chron 3 Gold
TachMate 5-Input system
DL-90 Data Logger
GTech Pro SS
GTech Pro RR

18.8 Battery

The battery shall be securely fastened down to the car. No Bungee cords or rubber cords may be used to function as the sole hold down mechanism. An electrically non-conductive material must cover the positive battery terminal. Any battery located inside the driver's compartment shall be fully covered and firmly secured to the chassis in a marine type battery case.

18.9 Exposed Wires

There should be no exposed wires inside the driver's compartment such as to interfere with the safe operation of the vehicle. No live (hot) wires may be exposed anywhere in the vehicle.

DRIVER / OFFICIAL

COMMUNICATIONS

(Flags, Signs, and Lights with Translations)

“One if by land, two if by sea”

19.0 FLAGS, SIGNALS, AND COMMUNICATION

19.1 Purpose and Methods

Course Officials (Flaggers) are stationed around the course in various locations in order to provide communication. They serve two main functions with respect to communications. First, they communicate information to the drivers on course. Second, they provide communication about the status of their assigned area to the Chief of Communications. Course Officials provide one of the most crucial services available to the drivers while on course.

In general, there are many methods used by the Officials to effectively communicate with the drivers throughout the day. However, this section shall address the methods of communication that are most commonly used to provide information to the drivers while they are on course, and in the pit lane.

The use of colored flags, lights, signs, and hand signals are the most common ways of providing information and commands to the drivers. For the purposes of this section, the term "signal" may be used generically, to describe any one of these three forms of communication, or any combination thereof.

The information in this section is critical, and each driver shall be held responsible understanding every item found in this section. Failure to instantly evaluate any given signal or react to it properly and with good judgment may result in severely undesirable consequences.

19.2 Signal (i.e. flag) Categories

There are five basic categories of signals (flags). Any given signal (flag) can fit into any one or more of the following categories.

1. **Global** signals provide information about the entire course and/or the status of the session.
2. **Local** signals provide information about the conditions that pertain to a particular section of track.
3. **Personal** signals provide information that is specifically meant for a particular driver only.
4. **Command** signals dictate an order to follow the applicable procedures listed in this section, and immediate compliance in mandated. Certain Command signals may also provide some advisory information, in addition to issuing a mandatory order. This is a side benefit.
5. **Advisory** signals provide useful information, or to serve as a warning, to the driver(s). This information is not a command, and is meant simply inform or advise the driver(s).

19.3 Flag Descriptions and Meanings

19.3.1 Green Flag

Categories: Advisory; Global.
Description: Solid green, waving or motionless, and usually only displayed at or near

the starting line, as designated by the markings at the facility. This location may be changed at the discretion of the Event Director.
Uses: Functions to advise that the session has begun. This flag pertains to the condition of the entire course at the time that it is being displayed. Local condition/command flags may be displayed with it.

19.3.2 Restart Flags

Categories: Command; Global
Description: One solid motionless yellow flag and one solid motionless red flag.
Uses: Used to indicate that the start has been aborted despite the field receiving the green flag**. This flag command can only be used on the first lap.** If the start was not properly executed, or there was a miscue in a split start, all manned flag stations will display one red flag and one yellow flag to together. This is a global command ordering all drivers to stop racing, slow down, and realign themselves in the original starting order, and prepare for a restart. This means that passing is allowed, and is usually necessary to regain the original starting positions. SCRUBBING TIRES IS NOT ALLOWED during this reformation lap. Drivers must be reordered and prepared for the green flag the next time through Start/Finish.

19.3.3 Checkered Flag

Categories: Command.
Description: A pattern of alternating black and white squares. The pattern resembles a "Chessboard."
Uses: Functions to inform the drivers that session is over. This flag is not global because, the drivers that have not passed by this flag are driving under "Green Flag" conditions. Command: Drivers are to continue cautiously for the remainder of the lap, and exit the track via pit lane. Passing after the Checkered Flag may be done if necessary, however the passing rules remain in effect, and drivers must use caution.

19.3.4 Yellow Flag - Standing

Categories: Command; Advisory; Local.
Description: A solid motionless yellow flag, displayed at any flag station(s) found anywhere around the course.
Uses: This is used locally, to advise drivers that a hazard is close; and is usually displayed at one or more of the flag stations just before reaching a Waving Yellow. Command: Drivers shall **SLOW THEIR VEHICLES** in preparation for any evasive maneuvers that may be necessary to avoid a potential hazard. **ABSOLUTELY NO PASSING is permitted, until completely past the incident, or until past next manned flag station that is not displaying any Yellow Flag(s), whichever comes first.** [Note: If this flag is displayed to indicate a hazard on, or near the course, it may be rescinded after two (2) laps even if the hazard remains. However, when this flag is used to protect Safety and/or Tow Personnel it should remain displayed for as long a necessary.]

19.3.5 Yellow Flag - Waving

Categories: Command; Advisory; Local.
Description: A solid waving yellow flag, displayed at a flag station(s) found anywhere around the course.
Uses: This is used locally, to advise drivers that there is extreme danger in the immediate area. Command: Drivers shall **SIGNIFICANTLY SLOW THEIR VEHICLES** in preparation for any necessary evasive maneuvers, or coming to a complete stop to avoid a striking potential hazard. **NO PASSING is permitted, until completely past the incident, or until past the next manned flag station that is not displaying any Yellow Flag(s), whichever comes first.** [Note: If this flag is displayed to indicate a hazard on, or near the course, it may be rescinded after two (2) laps even if the hazard remains. However, when this flag is used to protect Safety and/or Tow Personnel it should remain displayed for as long as necessary.]

19.3.6 Double Yellow Flags

Categories: Command; Global.
Description: Two (2) solid motionless yellow flags, displayed at every manned flag station around the course.
Uses: NO PASSING is permitted. This is used to indicate "a full course yellow." This means that there might be a problem somewhere on the track. Drivers are NOT required to significantly slow their vehicles, however they should be prepared to encounter a "local Yellow Flag" situation and/or a Pace Car (or a very slow moving pack behind the Pace Car). The displaying of Double Yellow Flags does not guarantee the appearance of a Pace Car. **It is a command that NO PASSING IS ALLOWED until either: 1) The Pace Car has pulled off the course (if applicable) AND the driver has passed next manned flag station that is not displaying any Yellow Flag(s). OR 2) the driver has passed the last manned flag station (displaying a double yellow or not) AND the green flag is displayed at Start/Finish. Reference Pace Car [Ref:(19.4.1)], [Ref:(20.12)], and [Ref:(20.13.1)]**

19.3.7 Black Flag - Open

Categories: Command; Personal.
Description: Solid black and usually displayed motionless, although sometimes waived in special cases when needed. It may be displayed at any location around the course, and is sometimes accompanied by a sign indicating the car number of the intended driver.
Uses: This flag is a strict command, displayed to a particular driver, ordering them to enter the pit lane the next time by. [Failure to take the pit lane the next time by, after receiving a black flag will result in harsh penalties, including fines.] Additionally, it is also required that the driver report immediately and directly to the "Black Flag Station" (located in pit lane). If there is no "Black Flag Station" present or specified, the driver will report to the Re-Entry Marshal, located at the head of the pit lane.

19.3.8 Black Flag - Furled

Categories: Advisory; Personal.
Description: Solid black and "furled," which means "rolled up" and pointed, or shaken, at an intended driver. It may be displayed at any location around the course, and is sometimes accompanied by a sign indicating the car number of the intended driver.
Uses: This is flag is advisory only. It is displayed to a particular driver as a warning from the Officials. This is done when the Officials have determined that a driver has committed a slight infraction, or is driving in a dangerous manner. It also means that if the infraction, or dangerous driving occurs again, the driver will receive an "Open Black Flag."

19.3.9 Black Flag All

Categories: Command; Global.
Description: A motionless solid black flag will be displayed all manned flag stations around the course. Additionally, some stations will display a sign with the word "ALL."
Uses: This means that the session has been stopped, drivers should slow their vehicles, and passing is prohibited. This flag is a strict command, displayed (globally) to all drivers, ordering them to proceed to the pit lane at a reduced speed. Drivers must be aware that they may encounter hazards somewhere on the course. The local Yellow Flags shall still be in effect where hazards exist. Drivers may return to the paddock or they may choose to remain in the pit lane for further instructions. Whenever a session has been halted there is always a chance that it may be restarted.

19.3.10 Red Flag

Categories: Command; Global.
Description: A solid red flag will be displayed at all manned flag stations around the course. [Note: The Red Flag is meant to be used "Standing" (motionless), however it may be waved at the drivers to indicate urgency. Additionally, under unusual circumstances the red flag may be displayed at only one flag station.
Uses: This means that the session has been stopped. No passing is allowed, except in an emergency situation to avoid collision. This flag is a strict command, displayed (globally) to all drivers, ordering them to come to controlled stop on the side of the track; out of harms way, and in view of the next manned flag station. If a driver is forced to stop in an unsafe location due to the position of the vehicle directly ahead of them, the driver may pull off course, pass that vehicle, or take whatever action necessary to protect them from perceived danger. The driver that chooses this option, shall be held accountable, and may be penalized in competitive standings if the Race Director finds that such action was inexcusable or unacceptable. However, no other penalties should be assessed for actions based solely on the claim of personal safety, as it pertains to this section.

After all drivers must come to a stop, flag stations should drop their Red Flags, at the direction of the Chief of Communications, and motion to the drivers to continue. All drivers shall proceed to the starting line using extreme caution, being prepared to stop if necessary. The local Yellow Flags shall still be in effect where hazards exist. Drivers must remain in their cars and prepared to restart.

Drivers that enter the pit lane during a red flag are prohibited from allowing ANY work to be done on their cars, and they will be sent out at the end of pack during a restart. If more than one competitor enters the pits during a race under the Red Flag condition, the competitors shall be sent to the back of pack in order of "first-come, first-serve" lining up at Re-Entry to the track. [Notes: Class rules may supersede the pit rules for this section.]

Drivers that enter the paddock for any reason will not be allowed to restart the session, unless the Race Director or the class rules allow.

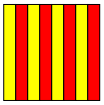
No work may be performed on any car that has stopped on course during the Red Flag condition, unless done by the NASA Officials or any crewmember with specific permission from the Race Director (or by the Chief of Communication in the absence of the Race Director).

The red flag can only be ordered by the Race Director, the Operating Steward (OS), or by the Chief of Communication in the absence of the OS and Race Director. The red flag may be requested by any on-scene Emergency Response Team chief and /or ERC [Ref:(2.9.3)]. Such a request should not be denied.

19.3.11 Blue Flag

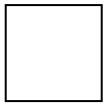
Categories: Advisory; Personal.
Description: A blue flag with a yellow diagonal stripe, that can be displayed from any manned flag station around the course. It may displayed motionless, or in some cases waving.
Uses: This is a personal advisory to alert a particular driver that another vehicle is following very closely or closing in rapidly, and may attempt a pass. Occasionally, the Blue Flag may be waved to indicate urgency because another car is closing in from behind at a high rate of speed.

19.3.12 Debris Flag / Surface Flag



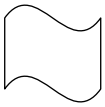
Categories: Advisory; Local.
Description: A motionless flag with yellow and red vertical stripes, that can be displayed from any manned flag station around the course.
Uses: This is a local condition advisory that indicates a slippery surface exists (i.e. Oil), or debris may be present on the track surface. Caution is advised. [Note: If debris is large, heavy, in the racing line, and/or otherwise presents itself as a hazard that will cause significant damage to a car, a yellow flag should be used along with, or in place of, the Debris Flag.

19.3.13 White Flag- Standing



Categories: Advisory, Local.
Description: A motionless solid white flag that can be displayed from any manned flag station around the course.
Uses: This is a local advisory flag alerting the driver that there is a slow moving vehicle on course. This is usually used to indicate another participant's vehicle is moving slowly. However, it could be used to indicate a safety vehicle on course (presumed to be driving slowly), in a case where there are no Emergency Vehicle flags [Ref:(19.3.15)] in use.

19.3.14 White Flag- Waving

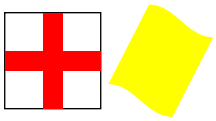


Categories: Advisory, Global.
Description: A waving solid white flag that can be displayed by the Starter that shall serve notice to the drivers that the checkered flag shall appear the next time they pass the start / finish. Special rules may apply to certain series / conditions. The driver is expected to check with the Race Director, if uncertainty exists.

19.3.15 Emergency Vehicle Flag

Categories: Advisory, Local
Description: A motionless white flag with a red cross that can be displayed from any manned flag station around the course.
Uses: When encountered on course, this is a local advisory flag alerting the driver that there is an emergency vehicle(s) on course. Use extreme caution. The Starter should display this flag for the entire time that an emergency vehicle is on the course, regardless of location. This gives the drivers a global indication that there is an emergency vehicle somewhere on course.

19.3.16 Emergency Scene



Categories: Command
Description: A motionless white flag with a red cross accompanied by a waving yellow flag; that can be displayed from any manned flag station around the course.
Uses: When encountered on course, drivers shall slow their vehicles to an extreme measure, being prepared to stop; and maintain such caution until past the emergency area. This combination of flags could be deemed the most important signal in terms of the safety of the Emergency Response Team (ERT) members that have their feet on the ground, assisting a fellow driver. This signal condition should be most highly respected; it is what makes it possible for NASA to maximize 'green track' time. It is also a command that the driver attempt to acknowledge the ERT members on the ground, with a simple gesture, while passing by the scene. This provides two-way communication, as well as a comfort level between those with the feet on the ground and those with their feet on the pedals. Failure to adhere to any part of this section shall be met with most severe penalties, including ejection from NASA.

19.3.17 Mechanical Black Flag

Categories: Command; Advisory; Personal.
Description: (*a.k.a. meatball flag*) A motionless black flag with an orange ball in center. It may be displayed at any location around the course, and is sometimes accompanied by a sign indicating the car number of the intended driver.
Uses: This flag is a strict command, displayed to a particular driver, advising them that there is something mechanically wrong with their car, and ordering them to reduce speed and to enter the pit lane the next time by. [Failure to take the pit lane the next time by, after receiving a Mechanical Black Flag will result in harsh penalties, including fines.] It is not required that the driver report to the "Black Flag Station" (located in the pit lane).

19.4 Lights and Meanings

19.4.1 Pace Car (with lights on)

The Pace Car may be dispatched in the middle of a session due to any number of causes, however there is only one common purpose. The Pace Car functions to collect the field of cars and slow them to a pace deemed reasonable by Control, given the circumstances. When the Pace Car is on course, the drivers shall follow it at the same speed. Those not in sight of the pace car shall close up the pack at the pace car. They should do this at a subdued race speed, being constantly aware of local flag conditions. Passing the Pace Car is not allowed unless motioned to do so from the personnel in the Pace Car. The Pace Car may be different at each event, and may even use a different color light, although blue is most commonly used. Do not confuse Safety Vehicles (cars) with a Pace Car. If a driver is unsure of what car / light combination is being used for that event, it is his responsibility to ask one of the Officials.

19.4.2 Safety Car (with lights on)

OR

At most events a Safety Car is used for a wide variety of reasons. It used to bring extra emergency personnel to a scene when needed. It could be the Medical Director, or another Official. Regardless of its intended mission the Safety Car, when driven on course with its lights on, shall be treated like every other safety vehicle. That is to say the drivers should expect to be alerted to its presence with the proper flags, and they are free to pass it with care. A Safety Car with its lights off may be treated like any other car.

19.4.3 Tow, Safety, and Fire Trucks

When a driver encounters a Tow, Safety, or Fire Truck on course, he/she may pass it with due care. Emergency Response Officials usually ride on the back of the trucks and signal the drivers approaching them with instructions. These instructions are three simple hand signals. One will be a point to the right, which indicates that the driver should pass on the right. It is the same for the left. The last one is a palm in the air directed straight at the driver. This is a signal to hold back on the pass for the moment. The Officials will signal the driver to pass as soon as possibly safe. If there are no Officials on the back, or none of them are signaling the driver, then the driver is free to pass, but with due care.

19.4.4 Course Lights

Course lights are not commonly used in road course events, however there are some places on some tracks, and some night events that do use them. The general rule of thumb is that the color of the light has the same meaning as the corresponding flag. A blinking light is equivalent to a waving flag. A solid light is equivalent to a standing flag.

19.5 HAND SIGNALS

19.5.1 Slowing Down - driver

Whenever a driver is entering the pits or is no longer driving at normal traffic speed, he must extend his/her arm out the driver's window with hand in vertical position and fingertips towards the sky.

19.5.2 Passing Signals - driver

To assist another driver in overtaking you, hand signals should be used whenever possible. The driver may do this by pointing to the side he/she wants to be passed on in such a fashion that is visible to the overtaking driver.

19.5.3 Flag Station Acknowledgment

All drivers shall give a wave of acknowledgement to every manned turn station during the cool down lap.

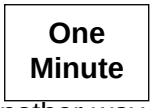
19.5.4 Other Hand Signals - driver

For safety reasons, hand signals not listed above are not acceptable. Displaying the middle finger to another driver will be considered unsportsmanlike conduct. Displaying the middle finger to an Official is not smart and not recommended.

19.5.5 Hand Signals – Officials

The NASA office has a chart of hand signals that the Officials use to signal each other, however included in that publication are hand signals that are used to signal the drivers as well. Contact the NASA office to obtain a free copy.

19.6 Sign Boards



Signboards are simply another way communicating to the drivers. Typically, signboards are displayed in the pit lane indicating five (5), three (3), & one (1) minutes before the start of the sessions. Each organization has their own set up signs for different reasons. Some of these sign include “Arms In,” indicating that the HPDE driver has their arm resting on the window opening. There are many other signs as well, and it up to the diligent driver that is new to each organization to find out the pertinent signs being used and what they mean, because if they do not obey the signs, the Officials will be forced to take action.

19.6.1 Leading Vehicle Pace Car

During a full course yellow condition, the driver in the overall lead is expected to slow down and essentially, function as a Pace Car, until such a time as the Pace Car can properly pick up the lead. To assist the leading driver in determining when he/she is expected to temporarily function as a pace car, a number board displaying their vehicle number will be displayed at some point along the course, accompanied by a sign displaying the phrase “PACE CAR.”

20.0 COMPETITION FORMAT

20.1 Race Length

The race length may vary at each event. It is the competitor's responsibility to ascertain the race length by information from the Officials. A race may be shortened or stopped at the discretion of the Race Director. If a race is stopped with less than fifty (50%) percent of the total specified time (or total specified distance, when applicable) completed by the overall leader, and the race is not restarted, it shall be deemed an incomplete race. An incomplete race will be not counted, and no points or prizes will be awarded. If a race is stopped after the overall leader has completed fifty (50%) percent, or more, of the total specified time (or total specified distance, as applicable), and the race is not restarted, the race shall be deemed completed. A shortened, but complete, race shall be scored at the finish line, in order of the last lap before the red flag or black flag all condition was displayed. However, there is an exception. The race will be scored in order of actual finish if the race was under a full course yellow flag condition, even if a red flag or black flag all condition ends the race, so long as the full course yellow was displayed before the other aforementioned global flags were displayed.

20.2 Qualifying and Starting Order

Qualifying shall be optional at the discretion of the Race Director.

20.2.1 Random Grid / Special Cases

In the case where no qualifying is scheduled, or no qualifying results are available due to error, the Race Director may order a random grid. A random grid will be determined by a method selected by the Race Director. Qualifying results stemming from the random method should be posted. Any grid formed by lottery or by random method, should be marked "Random," or "Lottery."

20.2.2 Adjustments / Inverts

The Race Director reserves the right to make reasonable adjustments in the grid order to correct mistakes, or to ensure fairness. The Race Director also reserves the right to invert the grid, all or in part, or mandate that the top qualifiers draw for grid. It is the competitor's responsibility to know his/her position on the grid.

20.2.3 Lack of Qualifying Times

If a competitor's car number does not appear in the posted qualifying results, he/she must automatically start in the back of all of the groups on grid (or with their respective group from the pit lane at the discretion of the Re-Entry Marshal). It is the competitor's responsibility to ensure proper working order of his/her transponder equipment if applicable.

20.2.4 Teammates and Vehicle Substitutions

The same driver or his/her legal teammate must qualify the car to be raced. A driver may change cars after qualifying, however he/she must start in the back of his/her class. The Race Director must approve any car change, before the start of the race. The Race Director reserves the right to refuse to allow an entrant to race a car of a different class, if the change of cars could be an advantage over other competitors.

20.3 Grid Formation

Grid formation will be formed on the track within the last two (2) corners before the Start/Finish line. CCR Sections #20.5.1 and #20.5.2 describe the details of formation.

20.3.1 Pre-Grid (a.k.a. "false grid")

Pre-Grid shall be formed, as scheduled, prior to the race. Any driver failing to make it to Pre-Grid before the first car takes the track for the warm-up lap must start last of all the classes ******. Formation of the Pre-Grid will be done in the area specified by the Race Director or Grid Marshal. The competitors are responsible to know their positions on Pre-Grid, and be in position on time.

****** The competitor has the option of missing the warm up lap, in which case they may be released from the pit lane with their class, at the discretion of the Re-Entry Marshal, after the green flag has been displayed, or racing resumes. Under no circumstances, except under direct order from the Race Director, will a late car be allowed to regain their positions. Exceptions to latecomers may be made to ensure fairness if the warm-up laps were started earlier than the posted time, and/or due to unforeseen circumstances caused by NASA administration.

20.3.2 Choosing the pole

The pole sitter does not have the option of choosing the pole, unless otherwise arranged with the Race Director. The Pole sitter side will by default, always go to the inside of the first turn, unless otherwise mandated or approved by the Race Director.

20.3.3 Starting On Pre-Grid

A car on Pre-Grid shall be started in the conventional manner. Any starting by non-conventional manner must be done in a safe manner and with extreme care. Push starting and jump-starting can be dangerous and great caution and good judgment must be used. NASA Officials shall determine if a starting method is unsafe. Furthermore, any car that requires an alternative method of starting, such as "push starting," that stalls during that session and is unable to restart, risks having his/her vehicle left in the stalled position for a lengthy period. [Notes: The intent of the previous statement is to impart some understanding to the driver that is willing to take the track with a vehicle that cannot start under its own power, knowing that a towing crew may endanger their lives to recover said vehicle during a session because it would not restart. If the vehicle is in a relatively safe place, the Race Director may order that the driver be picked up, and the vehicle to remain behind; until such a time as it is deemed convenient to recover it.]

20.4 Warm-up Laps

There will be at least one (1) warm-up lap, either with or without a Pace Car. The number of warm-up laps will usually be one (1), however the Race Director reserves the right the order more than one (1) warm-up lap. It is the competitor's responsibility to know how many warm-up laps there will be. If the Pace Car is leading the warm-up laps, the lights should go out just prior to pitting. When the Pace Car pits the pole sitter will function as the Pace Car. If a competitor is late for grid then they must join the tail end of the entire pack or start from the pit lane with their class at the discretion of NASA Officials. [Ref:(20.3.1)].

20.5 The Start

The Race Director will choose the format of the race. The start may be standing, rolling, or any other format. It is the competitor's responsibility to understand the starting format.

20.5.1 Rolling Start / Flying Start

During the warm-up lap the field shall align into its proper starting rows. Drivers should take care when weaving to warm up tires (a.k.a. "scrubbing tires"). Starts will usually be two (2) abreast. The field should come into perfect alignment on the prescribed lap ****** in the last two (2) turns before the start / finish line.

****** The prescribed lap shall be defined by the Race Director or by a signal from the Pace Car by extinguishing its lights.

20.5.2 Standing Start

Grid will take place on track after the cars have left the hot pit lane. The competitors will complete the warm-up lap(s) with or without the Pace Car. Upon completion of the warm-up lap(s), the competitors will grid themselves according to the list posted showing the starting order [Ref:(20.2)]. It is the competitor's responsibility to know his/her starting grid position.

All drivers will position themselves on the track, for the standing start, and will leave at least one (1) car length space between themselves and the car in from them. The non-pole side as determined by the column to the outside of the first turn, must not move closer to the starting line than the car in the row on the "pole side," of one (1) car length, whichever is greater.

Any car that is misaligned at the start of the race may be penalized one (1) position. Misaligned means that the car is too close to the car in front of them, or too far ahead of the adjacent side-side car.

Any car that is mispositioned may be repositioned to last place in the finishing order. Mispositioned means that the competitor has taken the wrong intended row position.

20.6 Split start

When more than one (1) class or cars share the track for the same race session, they may be gridded in the predetermined qualifying order, mixed together as one whole field, or they may be split apart. A "Split Start" is defined as gridding vehicles together by class (or sets of classes, known as a "Group"), usually in the predetermined qualifying order with respect to the other cars in that Group. When one Group of cars is positioned in front of another Group of cars, by distance, this is known as a spatial split start (or more commonly known as a "Split Start." A Split Start is almost exclusively used only in "Rolling" or "Flying Starts." In this case, there may be a Pace Car for each Group or the pole sitter in each Group will function as a Pace Car, and be held responsible for spacing the Groups. When a Split Start is used during a standing start, the Groups are not spatially distanced, but they are released in "waves" by time delayed lights or flags for each Group. This is described in CCR sections 20.7 through 20.9.

20.7 Timed Split Start

The groups may be started by a flagman with a green flag, or by a timing light system. A group of cars may be one class, or several classes of competition vehicles.

20.8 Flagman Timed Split Start

The starter will raise a green flag (open) for approximately five seconds. After approximately five (5) seconds, the flagman will drop the green flag. The first group of cars will leave the starting line. For the next group, the flagman will raise the green flag again for approximately five seconds. At the appropriate time the flagman will drop the green flag, and the second group of cars shall leave their starting positions. The flagman will repeat the process until all groups have left the starting line.

Once the green flag has been raised, and there is a need to abort the start, the Starter will keep the flag in the air, and slowly furl it closed, then lower it in a slow motion with the handle held vertically. This procedure should be done with care, as not to falsely alert the driver to a start.

20.9 Light System Timed Split Start

When applicable, there shall be a three (3) yellow colored light system used. The starter will light all three lights simultaneously to indicate that you should prepare for the start. The starter will then turn off the lights one by one. The signal to start will be all lights off. Should the light system fail the Race Director will order the start aborted. If the start is aborted, the Starter will wave a yellow flag at the field. Upon receiving the yellow flag, the driver should prepare for a “Flagman Timed Split Start.”

20.10 Start Jumping

Jumping the start shall be defined as leaving your starting position (but, with your correct group, in a split start situation) before the green flag drops. If a competitor jumps the start, he/she will be penalized at the Race Director’s discretion. If the offending jump starter is identified, at the start of the race, by one of the race Officials, the Race Director should make an effort to render penalties during the race. The penalties issued during race shall be a “stop-and-go,” or a timed “stop-and-go.” If the Officials do not catch the jump-start, penalties shall not be imposed, unless sufficient evidence is presented at a Protest/Request For Action hearing. Any movement after the green flag has been raised, until it is dropped, will be considered a “Jump Start.” Very slight infractions may warrant a warning the first time for the season. Repeat offenders should be punished.

20.11 False Start

A false start is defined as leaving your starting position with the wrong group of cars in a split start situation. If the offending false starter is identified at the start of the race by one of the race Officials, the Race Director should make every effort to render penalties during the race. The penalties issued during race shall be a “stop-and-go,” or a timed “stop-and-go.” If no Officials catch the false starter during the start, but other post-race evidence shows the identity of the false starter, the false starter will be penalized by disqualification to last place. Post race evidence shall consist of Timing and Scoring data and videotapes. Verbal or written testimony from Officials may be taken into account. Verbal or written testimony from any other person than an Official shall have no bearing on any penalties.

20.12 Pace Car procedures

In certain emergency situations, or the warm-up lap(s) of a race, a Pace Car may be used to lead the field. All cars shall stay behind the Pace Car (with lights on) unless pointed to pass by the Pace Car. [Ref:(19.4.1)], [Ref:(20.13.1)]

20.12.1 Pace Car Restart – General

Note: This section indicates the normal procedures for restarting a race however CCR Section #20.13 does apply.

The Pace Car driver will take direction from Race Control or the Race Director. When the Pace Car is used to restart a race, the Pace Car driver will slow the field and allow the drivers time to realign themselves in preparation for the restart. The Pace Car driver will turn out the Pace Car lights approximately two (2) turns before the Start/Finish line to indicate a restart. The lead car will be responsible for pacing the field slowly, and at a steady pace, until the green flag is shown. [Note: Pace means "steady speed." Acceleration after the pace car leaves the track, but before the green flag is displayed, is illegal.]

If the lead car does not pace the field slowly enough, or the field has improper alignment, the Starter will display no flag or a yellow flag, thus indicating one (1) more pace lap. At this point, it is up to the lead car to pace the rest of the field at half-race speed until the final two (2) turns. The final two (2) turns, and the approach to the Starter will be done slowly enough, and at a steady pace, to allow all cars to come into proper alignment. If the leader does not maintain a proper pace that results in two (2) aborted starts or restarts in a row, the green flag will be displayed, and the leader will be issued a penalty by the Race Director, after the race. The penalty shall be no more severe than disqualification, and may be as little as a warning, however the typical penalty is loss of three (3) positions. Alternatively a warning with a $250 fine (fine suspended for six (6) months) is considered another acceptable penalty for a Rookie or drivers relatively new to NASA.

20.13 Restarts and Resumptions

Restarts and Resumptions occur when conditions change from a Full Course Yellow and/or a Pace Car situation, or a Red Flag had previously been shown. A Restart is a formal way of resuming a session described below. A Resumption is an informal continuation. Generally, a Resumption is used to continue a session other than a race, and a Restart is used to continue a race. Competitors should understand that a race session might Restart or Resume without notice. Restarts are single file, unless otherwise stated by the series rules, directors, etc.

20.13.1 Full Course Yellow / Pace Car Procedures.

During a Full Course Yellow, in the absence of a Pace Car anywhere on course (or after the Pace Car has pulled off the marked course), the lead car will pace (meaning steady speed) the field. Each competitor may resume passing at any time in the absence of a Pace Car being on course **providing** that either: 1) They are completely past a manned flag station not displaying any yellow flag (in the case of a Resumption) OR 2) They are completely past the last manned flag station before Start/Finish (displaying a double yellow or not) AND the green flag has been displayed (in the case of a restart). The presenting of a green flag is not a necessity to "resume" [Ref:(20.13)] a practice or qualifying. Moreover, a competitor is PROHIBITED from passing before a flag station displaying any yellow flag, despite a green being displayed.

20.13.2 Red Flag

A Resumption from a Red Flag situation will constitute directions from the Officials to resume circulation around the course obeying the flags, as usual. A formal Restart from a Red Flag situation will be at the Race Director's discretion. Normally the Race Director will order one of the following:

1. A total restart and re-grid in the original positions for a standing start.
2. A total restart and re-grid in the original positions for a rolling start.
3. A total restart in original order, but single file, either standing or rolling.
4. Restart cars in order of current lap or last lap; single file, rolling.

20.14 Rain Racing

If a race is started in the dry and it starts to rain, the Race Director may choose from any of the following:

1. Stop the race with a Checkered Flag, if the race has covered at least half of the specified distance or time.
2. If the race has not covered at least half of the distance, Black Flag all cars. Allow at least fifteen (15) minutes for the cars to change to rain tires if desired, and then restart the race.
3. Reschedule the race.
4. Implement any other course of action to ensure the best possible outcome.

Also see CCR section #23.9 Rain and Inclement Weather"

21.0 Scoring and Race Results

21.1 Adjustments By The Race Director

The Race Director reserves the right to make changes in rules and/or penalties to ensure fairness of all aspects of competition. He/she will make every effort to correct problem situations to the fairness of the majority before invoking penalties, in full or in part.

21.2 Race Starter

A driver must cross the starting line, under "green track conditions," with a car under its own power, at some time during the race, before the checkered flag is displayed.

21.3 Race Finisher

A driver must complete at least half the distance covered by the winning car of his/her class to be considered a race finisher. The car need not be running to be considered a finisher. A driver has five (5) minutes from the checkered flag of the lead car of the race to complete his/her final lap.

21.4 Winner

The winner of a race will be the driver that completes the prescribed number of laps first, or that drives the longest distance in the prescribed time. The winning car need not be running at the end of the race. Notes: This rule does not hinder or impede any conformance rule. The officials may disallow a winner his or her win, based on other rules found in this book, found in other applicable rule books.

21.5 Official Results

Race results will only become official when published as "Official Results," by the NASA office. A competitor may dispute the accuracy of any results, unofficial or official, for up to thirty (30) days after the publication and/ or notification of race results, however such notification shall be delivered to the NASA office at least one (1) week prior to the season banquet, whichever comes first. In the case of a national or pro series points listing, the team, driver, or competitor (as applicable) shall have 30 days after the publication and/or notification of the results.

21.6 Dead Heats

In the event of a dead heat, the Race Director may invoke some form of tie breaking system or contest. NASA's basic philosophy of competition discourages the recognition of "ties," however should the Race Director determine that the outcome shall be scored as a dead heat (tie), each driver shall be awarded full position finishing points and identical trophies. Should this be the case, all prizes and prize moneys will be split evenly between the dead heat finishers.

21.7 Lap Record

A lap record will only become official when the NASA office publishes it with as the "Official Lap Record." A lap record will only be valid when set during a race. A lap record set with a vehicle that has been found illegal in impound for that race, will not stand.

21.8 Timing And Scoring Transponders

Most NASA race classes use a transponder system for timing and scoring. The classes that use them vary from time to time and from chapter to chapter. Most NASA Chapters that utilize transponders all run the same system, therefore any transponder should be good nationwide. The system is designed so that no duplicate number transponder numbers have been produced, however the Event Chairman or Chief of T&S for each region should use care to ensure that no duplicates have appeared.

21.8.1 Requirements and Responsibility

Most drivers are required to obtain (rent or buy, depending on the chapter) a timing transponder. If any transponder is lost damaged or stolen, the driver will be held responsible for payment to replace it.

21.8.2 Ensuring Proper Functionality

The driver is responsible for the proper installation and maintenance of his/her transponder. If a competitor's car number does not appear in the posted **WARM UP** OR **PRACTICE** results, he/she must notify Timing and Scoring immediately following the posting of the results or they will may end up without a qualifying time if the problem is not resolved. It is very important to have the transponder installed and working properly, even for (and especially for) the first session.

21.9 Finish / Starting Line

The Finish Line and / or Starting Line and / or timing location may vary in relation to the Start / Finish Flagging tower. It is the participant's responsibility to ascertain the location of these marks for each event.

22.0 Calculating Season Points

22.1 Season Points System

Season points systems are controlled by each Region, and may vary. Each Region reserves the right to place restriction on any part of the season points system, and set a minimum class size, if necessary. If a Region does not publish a season points system for any given class, then either there will be no season points awarded for that class, or the Region will use the Default System [Ref:(22.1.1)] for that class. It is the competitor's responsibility to check with the Region office to ascertain what system, if any, shall be used.

22.1.1 Default Season Points System

Points payout per race as follows:
1st - 100, 2nd - 90, 3rd - 85, 4th - 80, 5th - 75, 6th - 70, 7th - 69, 8th - 68, 9th - 67, 10th - 66 ... and so on, subtracting one (1) point for each position after 10th. All Starters [Ref:(21.2)] that that are not considered a Finisher [Ref:(21.3)] will be given half of the last place Finisher's points. Points shall be rounded off to the higher number.

22.2 Dropping Race Scores

Season points dropping systems are controlled by each Region, and may vary. Each Region may use any points drop system. If a Region does not publish a season points dropping system for any given class, then there will be no season points drops for that class. If a points-drop system is used, it is suggested that the Region use the Default System [Ref:(22.2.1)] for that class. It is the competitor's responsibility to check with the Region office to ascertain what system, if any shall be used.

22.2.1 Default Points Drop System

All NASA series competitors will be able to drop their lowest ten percent (10%) of all season points-scoring races, unless otherwise specified by the class rules or other NASA publications. All "zeros" in the season points will be "droppable," including all disqualifications; with exception of disqualifications as a result of "non-compliance" or "cheating."

22.3 Season Points- Tie

In the event of a tie for season points the winner will be decided upon the following criteria in this order until the tie is broken.

1. Adjusted points (counting "Drops," if applicable)
2. Unadjusted points
3. Most 1st places
4. Most 2nd places
5. Most 3rd places
6. Most 4th places, etc
7. Average points per race
8. Head to head battles (number of times driver "A" finished ahead of driver "B" While competing in the same races.
9. Highest # of points earned for race win
10. Highest # of points earned for 2nd place, etc.

22.4 Team Formation

Endurance racing rules supersede this section for endurance team formations.

22.4.1 Intent

The intent of the NASA team rule is to allow two (2) drivers to share the costs of racing one car during a racing season.

22.4.2 Declaration

The drivers must declare the team for any class(es) before either of the drivers has participated in their first race of the season in that class(es). The declaration must be done in writing to the NASA local office.

22.4.3 Points Tally

Once the team is declared the two (2) drivers shall have their points tallied together. Either driver may qualify or race the car, however both drivers must be registered for that event.

22.4.4 Restrictions

A maximum of two (2) drivers may be on a team in each NASA racing series.* Each driver may only be on one (1) team per series. If both teammates are driving in the same race, the lowest finishing position shall earn points (exception: CCR section #22.5, and *the endurance racing series)

22.4.5 Privateer Runs

A driver may collect points for himself/herself, independent of his/her declared team, so long as he/she notifies the Event Chairman, or Race Director BEFORE qualifying.

22.5 Fun Runs

A driver may be allowed to participate in a race and be classified as a “fun run.” A fun run will not earn any trophies, points, team points, prize money, etc. Cars must comply with ALL applicable safety rules. The Race Director must approve fun run entries before the start of the race.

22.6 Non-Points Runs

Any driver may declare the voluntary forfeiture of his/her season points in any give race by simply notifying the Race Director or Event Chairman before the race. This allows visiting or occasional series drivers a chance to compete for prize money, prizes, and trophies, without interfering in the season points hunt for the series regulars. This is an act of good sportsmanship. Any driver that declares “non-points” may do so for as many races as they like, including the entire season, simply by notifying the NASA office. If the driver is running “non-points,” it is most beneficial to let the other drivers know, and the drivers’ meeting is an excellent place to do this. All “non-points” drivers are entitled to collect everything else associated with their finishing position (if eligible), however they are subject to impound and inspection the same as anyone else, and their car must be legal. If there are doubts about legality, it is advised to check CCR section #22.5. The “non-points” driver would be listed in the results in their proper place, however their points will go to the next lowest placing driver, and all the rest of the points would shift down one (1) place.

23.0 Participant Conduct

23.1 Participant Conduct - Expectations

It is expected that every participant and driver (entrant) at a NASA sanctioned event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in their relationship with other drivers and Officials, and in a manner that shall not be detrimental to the reputation of NASA. Failure to do so may result in harsh penalties.

23.1.1 Good Sportsmanship

NASA considers good sportsmanship to be the very essence of the sport, and the basic foundation of any competition. Competitors are expected to hold the qualities of fairness, honesty, courtesy, and justice to be more important than the outcome of the race. Real sportsmen/women may have an intense desire to win, but not at all costs. A person that has won by cheating, or by any means less than honorable, has simply found a way to acquire a trophy, but not a victory. The actual winner is the true sportsman/woman that might go home with nothing in his/her hands, yet his/her heart is overflowing with satisfaction. This satisfaction comes from understanding that the value of winning is not found in a trophy, but rather in the sheer pleasure of playing the sport with honesty, fairness, and integrity. This affords total fulfillment during times of introspection, and validates that fulfillment by earning valuable respect from fellow competitors. NASA will demonstrate its commitment to good sportsmanship by rewarding the driver that displays the most outstanding acts of sportsmanship each season. There will be a trophy presentation and prizes for the person chosen as the recipient of the “Best Sportsmanship” award at the season banquet (regionally).

23.1.2 Unsportsmanlike Conduct

Any unsportsmanlike conduct, on any scale, is not welcome at NASA events. Acts of unsportsmanlike conduct have many forms such as arguing, yelling, intimidation, aggressive physical contact, and losing without grace. Other forms are willfully using non-performance technicalities to hurt another competitor’s point standings to the benefit of one’s own, “sandbagging,” and failing to report a mistake in scoring that benefits themselves. No form of unsportsmanlike conduct will be tolerated at any NASA event. Competitors that show poor sportsmanship due to a mistake in judgment will be educated, and punished if necessary. However, competitors that commit repeated acts of unsportsmanlike conduct cannot be educated; therefore expulsion is most likely the only remedy.

23.1.3 Knowledge and Possession of the Rules

All drivers must know all of the rules, especially those pertaining to safety items. Additionally, all drivers must have the appropriate rule books in their possession, or have immediate access to them at all times.

23.1.4 Meeting Attendance

All participants are required to attend all mandatory meetings. If a driver is unable to attend, and cannot send a representative, he/she must notify the Race Director before the meeting. Some latitude will be given in hardship cases. Failure to attend, or make proper notification, will result in a warning. A second offense during the same season will result in loss of qualifying times and/or race position. See Endurance Racing Series rules for specific penalties for missing the Enduro driver's meeting.

23.2 Conduct of Guests and Crew

Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics, or friends will be directly chargeable to the driver. Damage to the racetrack, its surface, fencing, paddock, walls, buildings, trailers, equipment, vehicles, etc., by the driver (including his/her friends, crew, and sponsors) is the responsibility of the driver, and said driver agrees herein to make restitution. This agreement is binding when a driver signs the entry form or enters online.

23.3 Medical Conditions

It is the responsibility of the driver to notify the NASA office and/or the Event Director of potential, or existing, medical problems that are not listed on the Physical Examination Form (if applicable). Any driver that has an abnormality of the heart as evidenced by an EKG and a Vector-Cardiogram may not be allowed to participate. It is the responsibility of those participants with a history of heart abnormalities or problems, to obtain and submit specific written permission from his/her doctor to the NASA office before going on track.

23.4 Pregnant Drivers

Pregnant participants may be allowed to drive with specific approval from a medical doctor. It is the sole responsibility of the participant to abide by this rule. The NASA administration however, does not recommend driving while pregnant.

23.5 Disabled / Handicapped

NASA has built itself, and prides itself, on being very accommodating to as many people as possible. Since different NASA Chapters host various activities at a wide variety of locations, it is impossible to maintain a consistent level of proper accommodations for the disabled. Most tracks have some accommodations for the disabled, however NASA recognizes the need for improvements at a number of facilities. Since racetracks are not always plentiful, it is sometimes not an easy task to force changes. However, NASA has been making progress in getting some changes started, but anticipates that it might be a number of years before all of the tracks have significantly improved their access. Therefore, NASA is taking a proactive approach, and is publishing this statement in the rules: NASA will make whatever arrangements and adjustments within its powers at each event in order to better accommodate any disabled person. However, NASA cannot always anticipate what specific temporary changes would be most helpful at any given facility. Therefore, any disabled person that is planning to attend a particular event is encouraged to contact the local NASA office; and the staff will be happy to see to it that the best practical arrangements are made.

23.6 Responsibilities for Valuables

Theft is virtually unheard of at NASA events, however the management encourages all participants to lock up their valuables. Participants are strictly responsible for the safe keeping of their own belongings. The event facility management, NASA, and NASA affiliates take no responsibility for any loss, damage, or theft of any item while at the event.

23.7 Alcoholic Beverages

Consumption of alcohol by any participant [Ref:(1.4.4)] is expressly prohibited.

23.8 Narcotics And Dangerous Drugs

The use of any dangerous drugs or narcotics, as defined by Federal and/or state laws, by any driver, crewmember, mechanic, or Official is specifically prohibited, unless prescribed by a doctor.

23.9 Rain and Inclement Weather

The event will not be canceled due to inclement weather unless ordered by the Event Director. It is the responsibility of the driver to bring appropriate equipment such as rain tires, clothing, etc.

24.0 Rules of the Pit lane and Paddock

24.1 Paddock Rules

- **Children must remain under CLOSE adult supervision at all times. Harsh consequences can result such as severe injury or death! Parents shall not allow their children to play around any pets that may be at the facility unless that pet belongs to that parent. [Ref:(GENERAL PREFACE)]**
- The speed limit in the paddock is five (5) MPH for any vehicle other than emergency vehicles. This speed limit applies to bicycles as well.
- Oil, water, electrical power, and compressed air are the responsibility of the entrant.
- Fuel may not be available at the track unless otherwise announced in the acceptance letter and/or at the drivers' meeting.
- Entrants are urged to refuel on concrete areas if available.
- NASA reserves the right to allow fueling only in designated areas.
- Participants must keep water on hand in the paddock in case of fuel spillage. A gasoline spill can quickly destroy the asphalt surface. If not washed away with water, the bill to fix the damage can quickly add up to $1,000 for which they will be liable.
- Entrant provided boards must be placed under loaded jack stands to avoid damage to the asphalt surface.
- Participants will be held responsible for any damage they cause to the paddock, pit lane, fencing, bathrooms, and any other objects.
- Do not dispose of tires at the race facility.
- Do not litter or leave any mess.
- Do not plug into any race facility power outlet.
- Proper parking is a must to ensure that all participants will fit into the paddock.
- No parking in fire lanes.

24.2 Pets at the track

Some tracks prohibit pets (including dogs) and/or have special rules regarding pets. It is recommended that all pets be left at home. However, should a pet be brought to a track that allows pets, the following conditions apply: The owner is solely responsible for the actions of his/her pets. This means cleaning up after them and being held legally liable if their pets bite another pet or a human. Additionally, all pets must be kept on a leash, in a cage, or in a vehicle at all times. No pets are allowed in the pit lane at anytime.

24.3 Loud Engines

Each facility has its own set of rules for allowed sound levels at all times of the day or night. It is the responsibility of the participant to check with the local NASA Office, or the facility to get this information. Typically, this information is found in either the Region's Supplementary Rules, or it is included in the acceptance letter, however this is not guaranteed. As a rule of thumb, at most tracks it is prohibited to start loud race engines (even for a few seconds) before 8:00 AM (8:30 AM at Laguna Seca Raceway, Monterey, California) or after 6:00 PM (unless the event hours exceed this time). Failure to comply with the rules on sound after hours at any given facility will result in harsh penalties, typically starting at a fine $200 per occurrence.

24.4 Gas Cylinders

All compressed air bottles/gas cylinders with a rated pressure of over 200 PSI must be securely fastened vertically so as not to topple over or shall be fully enclosed in a structure, such as a rollaway or crash cart. This structure must serve to prevent head breakage AND containment, should the head break off.

24.5 Bicycles, Skates, Moped, etc.

No one without a valid state driver's license may operate any mode of transportation in the paddock. Skates, skateboards, motorized skateboards, and in line skates are not permitted at any time. **PARENTS: Unless your child has a valid state driver's license, this means NO BICYCLES.**

24.6 Minimum Attire

Any participant in the hot pits must wear at least a T-shirt, pants, and shoes (no open toed shoes). Shorts in the pit lane are permitted except during sessions requiring refueling such as endurance racing. Some racetracks may have more restrictive requirements.

24.7 Overshooting The Pits

If a pit-bound driver overshoots his/her pit space, he/she must either continue back on to the track, or they may be pushed back into their spot. An Official may grant permission to back-up in the pit lane, if the situation is warranted and deemed safe. This rule does not apply to any Officials driving counter course, or backing-up, in the pit lane during the course of their duties.

24.8 Endurance racing

The rules for the pit lane during a "refueling race," or an endurance race are vastly different than the sprint races. The pit lane rules for that activity are listed in the NASA Endurance Racing Series rulebook.

25.0 ON COURSE CONDUCT

(See also Appendix A)

25.1 Flag Observance

All flag rules must be obeyed.

25.2 Passengers

Passengers are not allowed in race groups, whether practice, qualifying, or racing. Exceptions may be made as superseded by class rules (i.e. Pro Rally or Rally Sprint) or Supplementary Regulations.

25.3 Rough Driving

Any driver, deemed by the Race Director, displaying rough or unsportsmanlike driving may be penalized. The Race Director shall determine the course of action. [Note: In some cases the driver will be required to spend time with the Chief Driving Instructor. The intent is to educate the driver on safer methods of racing.] If a driver is determined, by the Race Director, to be at fault in a collision that sent the other car significantly off the track, he/she may be disqualified from the race or qualifying (different rules apply to enduros). The Race Director has the right to waive or modify this penalty should the situation warrant.

25.4 Rules For Overtaking

25.4.1 Passing General

The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be black-flagged and/or penalized.

25.4.2 Punting.

The term “punting” is defined as blatant nose to tail (or side-of-the-nose to side-of-the-tail) contact, where the leading car is significantly knocked off of the racing line.
Once the trailing car has its front ~~fender~~ *wheel* next to the *driver of the other vehicle* ~~front door of the leading car~~, it is considered that the trailing car has a right to be there. And, that the leading driver must leave the trailing driver enough “racing room.” In most cases, “racing room” is defined as “at least three quarters of one car width.” If adequate racing room is left for the trailing car, and there is incidental contact made between the cars, the contact will be considered “side-to-side.” In most cases, incidental side-to-side contact is considered to be “just a racing incident.” If, in the case of side-to-side contact, one of the two cars leaves the racing surface (involuntarily) then it may still be considered “a racing incident.”

Note: See specific class rules for variations in this rule.

25.4.3 Right to the Line

The driver in front has the right to choose any line, so long as not to be considered blocking. The driver attempting to make a pass shall have the right to the line when their front wheel is *next to* ~~even with~~ the driver of the other vehicle. Note: This rule may be superseded by class specific rules.

25.4.4 Blocking

A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to "protect his/her line," and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements. Drivers are encouraged to check with the Race Director for a full explanation before the start of the race.

25.4.5 Incident Review Board

The Race Director may assemble an Incident Review Board (IRB) for the purposes of investigating on-track incidences. The Race Director may give the IRB the power to make decisions to determine fault and/or issue penalties. All decisions made by the IRB may be appealed to the Race Director. The Race Director may elect to override the IRB decisions and/or modify penalties.

25.5 Yellow Flag- Passing

A pass must be completed before the yellow flag station. This means that the overtaking driver must be completely in front of the overtaken car before either vehicle breaks the plane perpendicular to the track as defined by the yellow flag. No racing to the yellow will be tolerated. Harsh penalties WILL result for any passing under yellow flag situations.

25.6 Off-course Excursions

The competitor is required to follow the marked course during competition and shall not gain an advantage by an off-course excursion. An off-course excursion is defined as leaving the marked course with all four wheels. The definition of the term "advantage gained" will be left up to the sole discretion of the Race Director, and may include pass attempts that were completed, but the overtaking driver went four-wheels-off on the exit, and it was deemed to be an otherwise "ill-fated" pass (i.e. the "Zanardi maneuver"). Penalties may be assessed for an off-course excursion that affords an advantage to the offender.

25.7 Post Accident Reporting

All persons involved in any "***Significant Accidents***" are **REQUIRED** to report to the medical staff immediately. Failure to do so **WILL** result in suspension. "***Significant Accidents are:***

1. All vehicle roll-overs, regardless of damage.
2. Heavy impact rendering the vehicle inoperable.

25.8 Counter-Course Driving

Driving, towing, or pushing a vehicle on the course in the direction opposite to the normal traffic flow is strictly prohibited with the following exceptions:

- When the track is closed, or cleared, as deemed by the Chief of Communications.
- When ordered to do so by the Event Director, or an Emergency Response Team Official.
- Whenever a driver must do so for a short distance, in an extreme emergency and only for the sole purposes of getting out of harm's way.
- When ordered to do so by a Course Official.

Notes: 1) A Course Official must obtain the approval from the Chief of Communications for each incident to order counter-course driving. 2) This rule does not apply to the pit lane or when superseded by any other NASA published rule.

25.9 Stopping On Course

Stopping on course is expressly prohibited unless in the event of an emergency. "Stopping" includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. An emergency, for the purposes of this section, is defined as only those concerning medical problems, mechanical failure, on-board fire, or damage from an incident that renders the vehicle unfit to continue.

25.9.1 Stopping in an Emergency

Anytime a driver is forced to stop in an emergency; the first concern should be to place the car in an area where it will not cause danger to the other drivers. When stopping on course, the driver should be careful not to park on dry grass areas where fire can be a hazard. The crew may come to the aid of a disabled car with the approval of the Event Director.

25.10 Crashes

If a driver is involved in a major crash or roll-over, the driver may exit the vehicle if it is safe to do so. The driver is responsible for determining if and when he/she should exit the vehicle. Once clear of the vehicle the driver will wait in a safe area away from the track surface and impact zones until the Emergency Response Team arrives. A driver that has exited the car may walk back to the paddock by a safe route away from the racing surface and impact areas. Also see CCR section #25.7.

26.0 APPENDIX A

The purpose of this appendix is to review and clarify the rules of the road as applied to NASA road racing. The following is are excerpts from the NASA *Club Codes and Regulations* (CCR)

25.3 Rough Driving
Any driver, deemed by the Race Director, displaying rough or unsportsmanlike driving might be penalized. The Race Director shall determine the course of action. [Note: In some cases the driver will be required to spend time with the Chief Driving Instructor. The intent is to educate the driver on safer methods of racing.] If a driver is determined, by the Race Director, to be at fault in a collision that sent the other car significantly off the track, he/she may be disqualified from the race or qualifying (different rules apply to enduros). The Race Director has the right to waive or modify this penalty should the situation warrant.

25.4.2 Punting.
The term "punting" is defined as blatant nose to tail (or side-of-the-nose to side-of-the-tail) contact, where the leading car is significantly knocked off of the racing line.
Once the trailing car has its front ~~fender~~ *wheel* next to the *driver of the other*~~front door of the leading car~~, it is considered that the trailing car has a right to be there. And, that the leading driver must leave the trailing driver enough "racing room." In most cases, "racing room" is defined as "at least three quarters of one car width." If adequate racing room is left for the trailing car, and there is incidental contact made between the cars, the contact will be considered "side-to-side." In most cases, incidental side-to-side contact is considered to be "just a racing incident." If, in the case of side-to-side contact, one of the two cars leaves the racing surface (involuntarily) then it may still be considered "a racing incident." [Note: The whole intent of the "wheel next to the ~~door~~*driver*" rule is to make sure that the overtaken driver sees the overtaking driver.]

Notes:
These two rules are the basis by which the IRB or Race Director will determine fault when two (2) or more cars are involved in an on-track incident. The rules described in CCR section #25.4 are intended to help drivers determine when they should attempt a pass, and who may be at fault should there be an incident. The main purpose of the "¾ car width" rule is not to allow one driver to "squeeze" the other driver. The main purpose and intent is to alert the mind of the driver that is contemplating a pass that he/she may be "forced" to go two (2) wheels off-course to avoid a collision. Basically, this means that the overtaking driver must be certain that he/she can attempt the pass with room to spare, and must be prepared to take evasive action if necessary.

Lastly, remember that, even though you have the "right of way" it may not be smart to insist upon it. You may be involved in a collision that was not your fault, but you may end up crashing your car, sustain damage, get hurt, or at the very least be punted out of the race. The other driver may get penalties, but that will not help you fix your car, get your position back, or get you out of the hospital any faster.

Description of on-track incidences:

Figure 1
Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 2. At the point of contact Car B does not have its front wheel next to the driver of Car A, and therefore does not have a right to be there. Therefore the fault is placed on Car B.

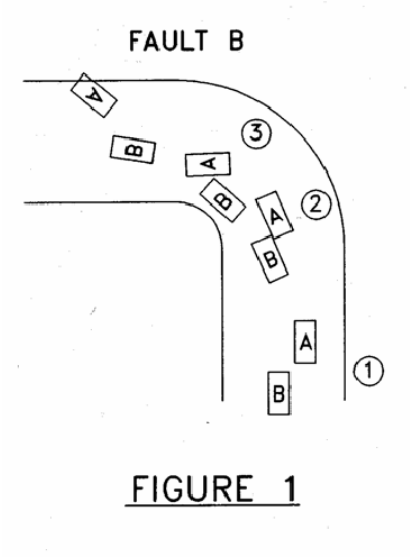


FIGURE 1

Figure 2
Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B more than enough room to make the pass. Car B has an obligation to make the pass without contact. Therefore the fault is placed on Car B.

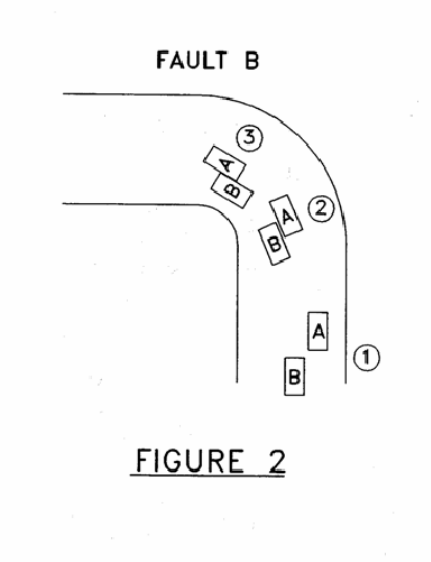


FIGURE 2

Figure 3
Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A does not leave Car B more than enough room to make the pass. In this case, "more than enough room" is defined as "at least ¾ of one car width." Therefore the fault is placed on Car A.

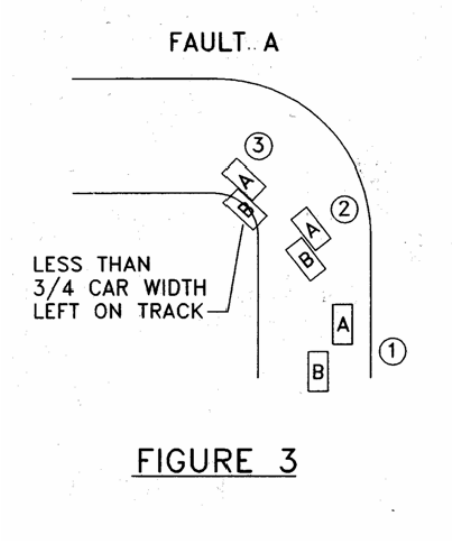


FIGURE 3

Figure 4
Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B less than one car width but more than ¾ of one car width. The driver of Car B should not have attempted to make that pass if he/she was not willing to drive into the dirt to avoid collision. The driver of Car B is at fault, however he/she should report the incident to the Race Director. The Race Director should talk to the driver of Car A for not watching his/her mirrors, as well as the driver of Car B for being at fault in the incident.

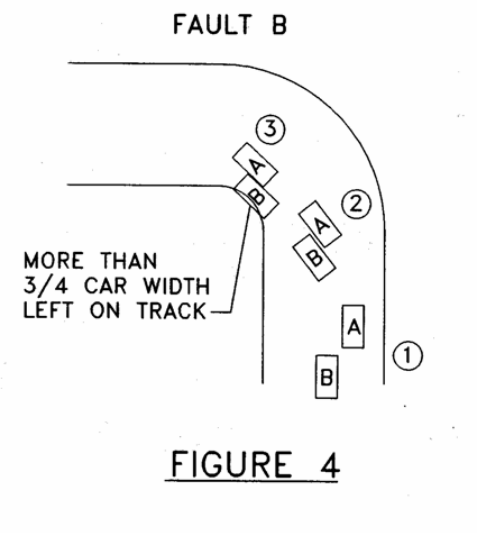


FIGURE 4

Figure 5
This is the same incident that occurred in Figure 4, however Car A is at fault for not leaving enough racing room. In most cases, ¾ of one car width would be considered barley adequate racing room. However, in this case there is "K-wall' to the inside of the corner. Common sense would tell the driver of Car A that there would definitely be a collision if less than one full car width were left for Car B.

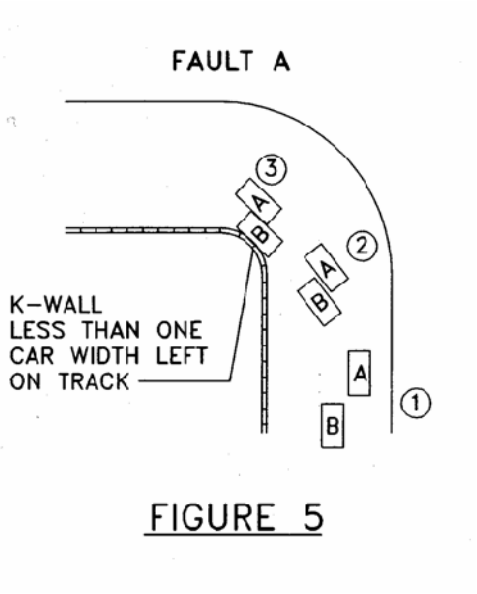


FIGURE 5

Figure 6
Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car A has already turned in and is committed to the corner. Car B attempts a last minute pass and ends of locking up all four wheels and sliding into the side of Car A. This is a collision resulting from poor judgment and over-aggressive driving on the part of the driver of Car B.

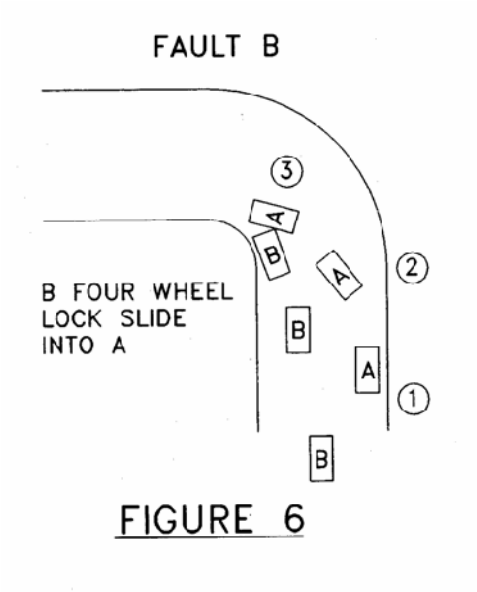


FIGURE 6

Figure 7
Car A is attempting a pass on a long straight leading to a left-hand turn. At point 2, Car A pulls along side Car B and has a right to be there. However, by point 3 Car A falls back, where his/her front wheel is no longer along side the driver of Car B. At point 3, Car B begins to move to the right and Car A refuses to relinquish the attempted pass. There is contact at point 4. Car A is at fault even though technically Car B hit Car A. Car A did not have his/her front wheels up even with the driver of Car B, and thus did not have a right to be there. Car B has the right to choose the line, and Car A must back out of it. Note: Car B may not be at fault in this situation, and the driver of Car A may be penalized, but Car B is still knocked out of the race. Remember that, even though you have the "right of way" it may not be smart to insist upon it.

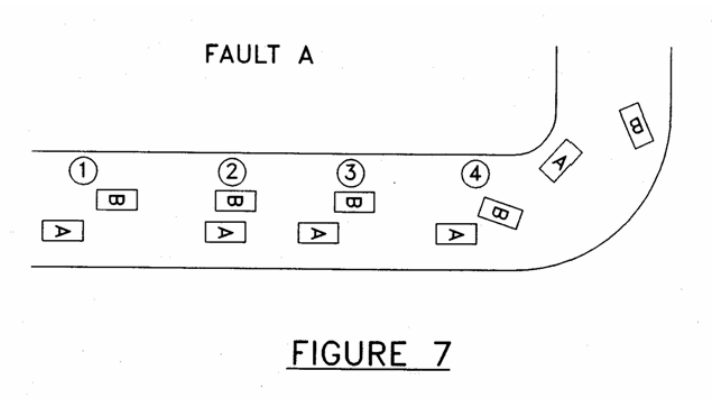


FIGURE 7

Figure 8
This is the opposite situation from Figure 7. Although the outcome is the same, the fault is reversed. Car B is attempting to make a pass. After point 4, Car B has the right to choose his/her line as per the rules. This means that Car A must back out of it. However, the fault still lies with Car B. This is where things get tricky. There are two different rules that govern this situation, and it is up to the Race Director to make a determination. The first rule states that Car B has a right to choose any line because Car A no longer has a wheel next to the driver of Car B. Therefore, Car A must relinquish the lead. However, there is another rule that says that the driver that is attempting to make a pass has the responsibility to complete that pass safely. In this case the overriding rule would be the latter. That is why Car B would be at fault. Car B failed to complete a safe pass. The whole intent of the "wheel next to the door" rule is to make sure that the overtaken driver sees the overtaking driver. Well in this case, the driver of Car B clearly knew that Car A was there because he/she was the one making the pass.

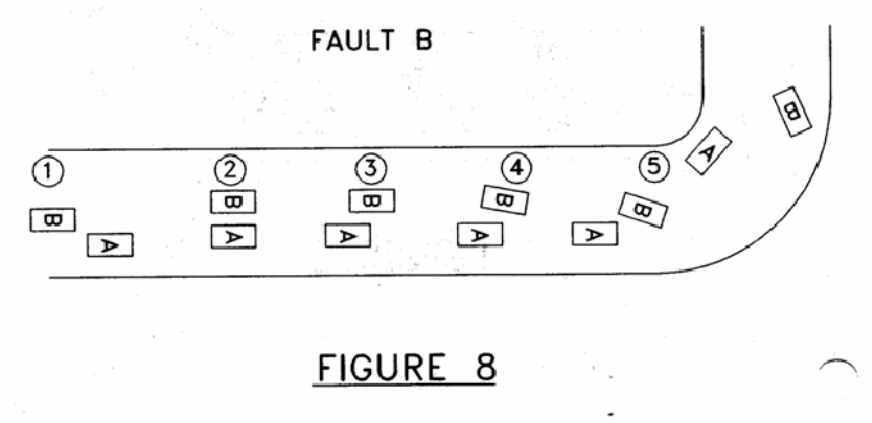


FIGURE 8

Figure 9
Car B is attempting to pass Car A on the inside of a right hand 180-degree turn. At points 3 & 4, Car B has pulled along side Car A and clearly has a right to be there. There is no excuse for the driver of Car A not to see Car B. Therefore fault is assigned to Car A.

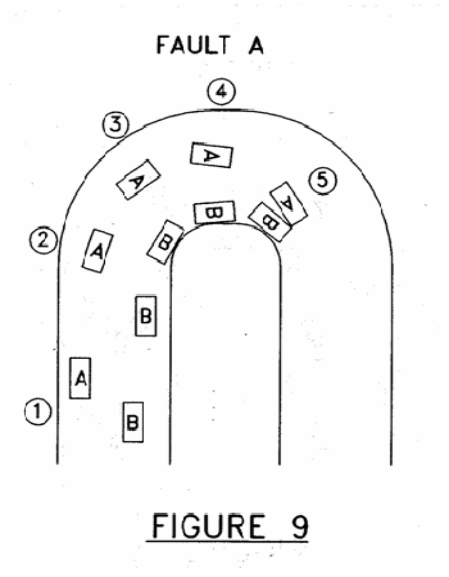


FIGURE 9

Figure 10
This is a similar situation to Figure 9, however Car A regains the lead and control of the line after point 6. Car B makes contact with the side-of-the-nose of his/her car to the side-of-the-tail of Car A, thus spinning Car A. This is clearly illegal contact as described by Rule 17.5 of the CCR. Therefore fault is assigned to Car B.

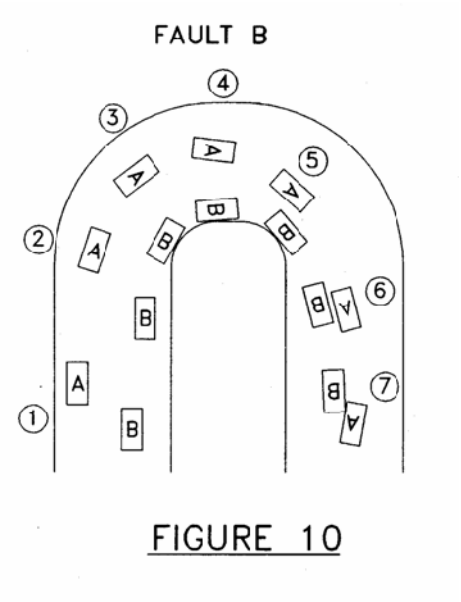


FIGURE 10

Figure 11
Car B attempts to make a pass on Car A. At Point 2, Car B now has a right to occupy that space and Car A must leave Car B racing room. Both drivers leave adequate racing room for each other. However, at Point 3 the driver of Car B loses control of the rear of his/her car. The rear of Car B makes contact with the side of Car A. This is not an uncommon occurrence, and in some circles this may be considered a racing incident. However, NASA considers the driver of Car B to be at fault for failing to properly control his/her vehicle.

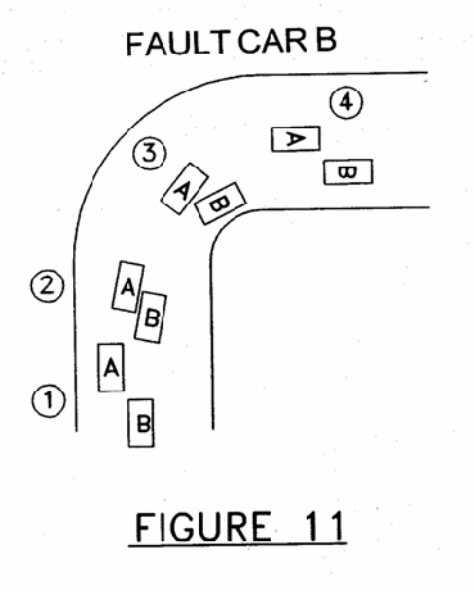


FIGURE 11

Figure 12
Car B attempts an inside pass. Car B misses the turn-in point and continues straight. The driver of Car A is expecting the pass and allows the driver of Car B plenty of room. Car A is makes the assumption that Car B will turn in at the normal turn-in point. Car B does not turn in at the normal point, but Car A does, and thus Car A makes contact with Car B at Point 3. This is not an uncommon situation. Car B may have entered the turn too fast, or perhaps he/she chose not to turn in at the normal point. The turn-in point is up to each driver. The driver of Car A must not make assumptions and realize that the driver of Car B may turn in late, or may never turn in at all and simply drive straight off the track. Therefore the driver of Car A is at fault.

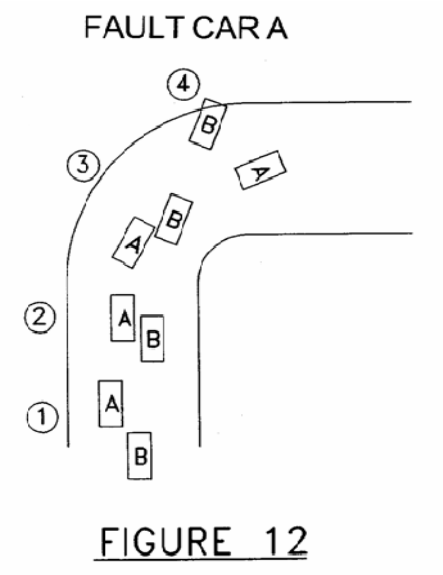


FIGURE 12

27.0 APPENDIX B

Incident Review Board Guidelines

27.1 Purpose and Intent

It is the purpose of the Incident Review Board (IRB) to review cases of on-track incidences involving driver conduct and body contact. The main intent of the IRB is to assure that matters involving on-track incidences are handled in a fair, consistent, and swift manner. The IRB shall review each case, determine fault, and assign penalties.

27.2 Format

The Race Director shall appoint or approve a Chief of the IRB. The Race Director may function to fill this position if needed. This Chief shall report directly to the Race Director. The IRB shall be made up of three (3) to five (5) drivers, crews, and/or Officials. Each IRB member must be a participating member of NASA, and have at least one (1) year of racing experience. The Race Director has the power and authority to waive these requirements, or exclude individuals for due cause. Any participating driver may attend and audit IRB sessions, subject to the approval of the Race Director. The IRB shall constantly recruit new volunteers to sit in on (audit) sessions and become properly trained. The IRB is encouraged to make attending IRB sessions a requirement for some drivers as part of their due penalties. To be a voting member of the IRB, the person must have fully read and understood these guidelines, and must have audited at least one (1) IRB session.

27.3 Data Collection

The Chief of the IRB shall ensure that at least one (1) member from the IRB is in impound after each race, for all classes. IRB members that are present in impound shall ensure that all drivers involved in on-track incidences fill out a body contact report form. The IRB member(s) shall collect these forms, make notes as to the damage that they observed, question the parties involved, and make notes on the forms. These forms shall be turned over to the Chief of the IRB for review. At the end of the day's activities, the IRB shall meet, review each case, make the appropriate decisions, and turn over the findings and reports to the Race Director. Exact meeting times and places shall be determined the Chief of the IRB.

27.4 Definitions

27.4.1 Body Contact

Body Contact is defined as any part of any car making physical contact with another car significant enough to cause one (1) car to sustain body damage or to be significantly knocked off of the racing line.

27.4.2 Damage

Damage from an incident is limited to the following definition: Any sheet metal deformity significant enough to cause the NASA Officials to enforce the "50/50 rule," thus requiring repairs. Damage to suspension or other mechanical components are not included in this definition.

27.4.3 Course Deviation

When a driver is forced to significantly deviate from the "normal" racing line as a direct result of body contact from another car. Voluntary deviation to avoid another incident in not considered in the case.

27.5 Decision Making Process:

The following are guidelines to help the IRB swiftly deal with the cases that are presented:

Did an incident occur?

Sometimes drivers will report a spin because they think that someone may have hit them. Or they may report something that they thought that they saw (i.e. pass under yellow). If there was no incident, the reports can be discarded.

Was there actual contact?

If not, the reports can be discarded. If so, then find out if there was any damage as defined by these guidelines. If there was not significant damage as defined by these guidelines then the matter may be discarded, or penalties may apply as per these guidelines.

Was a car forced to significantly deviate from the racing line?

Did one car punt another car off of the track? Did one car bump another car causing them to significantly deviate thus causing a loss of track position?

27.6 Evidence

It is up to the competitors to provide all of the evidence in presenting their case. All evidence, including witness testimony and videotapes must be presented to the IRB before or during the IRB session. In most cases, written testimonies from the offending parties or witness testimonies will be submitted in impound in writing. The IRB shall make their decision based on the evidence submitted, or may choose to delay the matter until more evidence can be collected.

27.7 Finding Fault

IRB members should make use of Appendix A from the CCR to help establish fault. IRB members should be cautioned about relying on their "racer's instinct" to decide cases. If a driver is technically at fault, then they are at fault. The IRB has the power to deviate from the body contact rules, however it is very important that the IRB remain consistent when finding fault and issuing penalties. If there are mitigating circumstances that cause the IRB to deviate from the precedence, guidelines, and rules listed in the CCR, then the IRB should include the details of these circumstances in their report to the Race Director. Common situations are listed below:

27.8 The Melee'

Whenever a melee' occurs, or there is a case involving more than two drivers, try to access the situation based on the actions of the driver that started it. When penalties are issued to the offending driver that started the melee, they should only count the original incident. The other cars that were involved are considered to be collateral damage.

27.9 The Collection

When a driver spins or otherwise loses control over his/ her vehicle, and the car(s) following that person hits the spinning car, fault can be hard to determine. In most cases, this is considered to be a racing incident. The normal highway "following too close" law does not apply to the racetrack. Whenever a car spins out of control, it is up to the reactions and instincts of the following drivers to brake, accelerate, or swerve in order to miss the spinning car. In most cases, the following driver that fails to avoid a spinning car and/or causes more cars to become involved, should not be held liable. About the only time that any penalties are issued in this type of situation is to the driver that spun, should this driver be on probation at the time of the spin.

27.10 The Punt

Whenever a driver makes *blatant* nose-to-tail (or side-of-the-nose to side-of-the tail) contact that causes the lead car to spin, or otherwise leave the course, it is considered that the trailing car "punted" the leading car. In almost all cases the trailing car is at fault and is usually disqualified. There may be some argument, in some cases, that the contact was only a light tap, and the leading driver did not have enough experience to control the slight deviation of the back end of his car. While this may be a valid argument, this is not a valid excuse. Drivers should be reminded that even the slightest tap on the bumper of a car driven by a rookie might result in a crash.

27.10.1 The Punt (exceptions)

There can be exceptions to the punt rule. If the offending driver can prove that he/she was hit and forced into the car in front, then this may be grounds for dismissal. If it can be proven that the leading car purposely or inadvertently used his/her brakes in an area that is not a normal braking zone, this may be grounds for dismissal. However, if a driver brakes a little early going into a braking zone and there is contact and a punt results, this is not grounds for dismissal. The trailing driver should be aware that following too closely when approaching a brake area might result in contact.

27.11 Issuing Penalties

The IRB may choose to issue any penalty for any infraction. However, it is highly recommended that they follow closely with what is published in the rulebook. Any deviation from what is published without due proof of mitigating circumstance may be grounds for appeal. The following is a list of suggested penalties for the listed infraction:

1. Contact bumper to bumper with no deviation and no damage: No penalty
2. Any sheet metal contact with no damage and no deviation: No penalty
3. Any contact causing deviation, with no damage, but loss of a position: Reposition
4. Any contact resulting in "damage" as defined by these guidelines: One (1) race suspension
5. Any contact resulting in a "punt" as defined by these guidelines: Disqualification
6. Any contact resulting in damage and punt: Disqualification and one (1) race suspension
7. Passing under a standing yellow or double yellow: Reposition to last place (minimum)
8. Passing under waving yellow and / or over-driving any yellow: Disqualification (minimum)

These are general guidelines for standard penalties. They may be additive or multiplicative depending on the situation and the person's past record. The IRB may invoke more severe penalties for repeated violations. Any deviation from these guidelines should be justified in the report to the Race Director.

27.12 Driver's Points System

The IRB shall elect a "Pointskeeper" for the sake of keeping track of on track violations and penalties. Because the faults and/or penalties may be appealed, no results shall be official until personally approved by the Race Director, and/or published *in The Penalty Box* section of *Speednews*. The Pointskeeper will keep a tally on the accumulation of driver's points for each driver. The following are guidelines for assigning points.

1. Contact bumper to bumper with no deviation and no damage: No points
2. Any sheet metal contact with no damage and no deviation: One (1) point each
3. Any contact causing deviation, with no damage, but loss of a position: Three (3) points for the offender, one (1) point for the other driver.
4. Any contact resulting in "damage" as defined by these guidelines: Three (3) points for the offender, one (1) point for the other driver.
5. Any contact resulting in a "punt" as defined by these guidelines: Three (3) points for the offender, one (1) point for the other driver.
6. Any contact resulting in damage and punt: Three (3) points for the offender, one (1) point for the other driver.
7. Passing under a standing yellow or double yellow: Two (2) points
8. Passing under waving yellow and/or over-driving any yellow: Three (3) points

27.12.1 Point Limit- Annual

Any driver accumulating ten (10) points during the season (January-December) shall be required to appear before the IRB. The IRB shall review the driving record of the offending driver and take appropriate action. Appropriate action may range from a warning to suspension or a recommendation to the Race Director for exclusion from a series or even expulsion from NASA.

27.13 Race Director

In general the Race Director will not interfere with the IRB and give will them total empowerment and latitude. However, the Race Director reserves the right to override the decisions of the IRB if the situation warrants, whether the decision was appealed or not.

27.14 Appeals

Anyone receiving a penalty may appeal to the Race Director. There are rules regarding this subject listed in the CCR section #17.5.3. The Race Director may elect to sustain the penalties given by the IRB, overrule the IRB completely, or even add penalties to the offending driver. The Race Director will generally, only add penalties upon appeal if the appeal if found to grossly unwarranted.

28.0 Appendix C

28.1 Definitions and References

All definitions in this section may serve one or more purposes:

a) Clarify and define terms as applicable
b) Define acronyms
c) Acknowledge due trademarks and copyrights. Note: All citations referencing other organizations and/ or trademarks are simply that; a reference. NASA makes no claims to any of these marks nor any copyrighted material from said entities.

28.1.1 'IMSA'

Is the International Motorsports Association and is a recognized race sanctioning organization. IMSA is a registered trademark of INTERNATIONAL MOTOR SPORTS ASSOCIATION, INC. CORPORATION FLORIDA.

28.1.2 'SCCA'

Is the Sports Car Club of America and is a recognized race sanctioning organization. SCCA is a registered trademark of Sports Car Club of America, Inc. Corporation Connecticut.

28.1.3 'Grand Am'

Is a recognized race sanctioning organization. Grand Am is a registered trademark of National Association for Stock Car Auto Racing, Inc DAYTONA BEACH FL.

28.1.4 'PSR'

Stands for Professional SportsCar Racing, formerly known, and now reestablished as IMSA. [Ref: (28.1.1)]

28.1.5 'Splitter'

Is an aerodynamic device that is attached to the front lower portion of a vehicle to essentially 'split' the air flow in a clean fashion so as to lesson turbulent air flow on the nose of the vehicle, but by forcing air to either go under the vehicle or be directed over or around the vehicle.

28.1.6 'Air Dam'

Is a device that is attached to the front lower portion of a vehicle that forces air either around or over the vehicle, or functions to capture some air so as to effect things like brake cooling systems using air.

28.1.7 'Group or Type'

As in reference to a battery refers to a universal number assigned to that size and style of battery. For example, most Ford vehicle use a group (or type "24F") battery.

28.1.8 'Wheel' / 'Tire' / 'Rim'

Unless otherwise specified and intended by the class supplemental rules, it is generally accepted that that a "rim" is the round metal part that a tire mounts to. A "tire" is the rubber part that mounts to the rim. A "wheel" is considered the assembly of the rim and tire together.

28.1.9 Specified Measurement

Whenever the manufacturer or these rules do not specify a measurement, the common average measurement will be used. This common average measurement shall be determined by either 1) calculating a mean average of at least three measurements from the corresponding parts found on other vehicles, or 2) the series technical administrator will make a determination based on any other reasonable method, providing that the data, system, or logic that was used be made known to the public. The second option is only permitted under circumstances where option number one becomes impractical, as determined by the series Race Director.

28.1.10 Tolerances

All published measurements infer a tolerance of +/- one-half of the last specified decimal place. All rounding will be done to the nearest decimal place that is specified by the manufacture or these rules. In a case where a measurement falls exactly on the halfway mark, it shall be rounded up or down in favor of the competitor. This section does not apply whenever the manufacturer, or these rules, specifies a tolerance.

29.0 Appendix D

29.1 Head and Neck Restraint Systems

29.1.1 General

Use of a head and neck restraint device will likely help prevent serious injuries or death. Some series may require use of a device, however it is strongly recommended for all drivers (and passengers) in competition. While no device has been proven to prevent injuries or death some studies have shown significant risk reduction by use of certain types of systems. Some devices carry an SFI 38.1 certification, however not all devices have yet been tested. It is strongly recommended that the driver personally research the choices available and choose the best one for them. Here is a list of known devices currently on the market:

29.1.2 Approved Models

HANS *- (770) 457-1046 - www.hansdevice.com*
Note: HANS specific 2"/3" hybrid shoulder straps, such as the Schroth® system, may be used in conjunction with this system. HANS tethers shall be replaced every three years or after any incident where the tethers have been elongated. The HANS should also be inspected after a serious incident. If any cracking or delaminating has occurred, the HANS shall be replaced. Harness shoulder belt webbing must be in direct contact with the yoke of the HANS, therefore there shall not be any padding between the shoulder harness webbing and the yoke of the HANS. Sternum straps are not recommended for use with the HANS due to the possible interference issues.

Hutchens Device *- (800) 731-4404 - www.hutchensdevice.com*

D-Cel Harness *- (800) 731-4404 - www.hutchensdevice.com*
Note: the D-Cel harness is also licensed to Simpson Race Products

G-Force SRS-1 *- (770) 998-8855 - www.gforce.com*
Note: must be used w/ a helmet w/ integral factory mounting points. See G-Force website for a list of approved helmets. Not retrofittable.

Wright Device Pro with Body Harness *- (281) 483-5583 - www.over40racing.com*
Note: this device must be used with the body harness.

Isaac Device *- (407) 667-3414 - www.isaacdirect.com*

Tucker Helmet Harness *- (989) 792-4880 - www.teamtechmotorsports.com*

29.1.3 Installation and Replacement

All systems MUST be installed and used according to the manufacturers directions. The driver is ultimately responsible for the proper installation and use of these devices. It should be noted that "webbing based" systems should be replaced at least every three years or sooner if the manufacturer specifies such. Any device that shows signs of wear or abrasions should be sent back to the manufacturer for repair or should be replaced. "Homemade" repairs are not allowed