



## Team Racing Endurance Challenge

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# TREC Racing Regulations

## 1 Purpose

The purpose of these events is to offer both **affordable racing with a low barrier to entry**. Successful participation will inspire sportsmanship and working together as a team, and will result in positive growth for the series.

## 2 Administration

### 2.1 Vehicle numbers

Lighted or light-reflective numbers are permitted.

### 2.2 Timing transponders

Each team is required to obtain and properly install a transponder.

### 2.3 Licenses and fees

All drivers must possess a currently valid NASA Competition, Provisional, or TREC Competition License.

### 2.4 Licensing qualifications

- 2.4.1 To be qualified for a TREC Competition License the driver must be an HPDE 3-level driver with a clean on-track driving record with any organization for at least the **last two years year**. **No medical form is needed**, however drivers must be in good physical condition as deemed by their physician to participate in auto racing.

### 2.5 Obtaining a license

- 2.5.1 To obtain a TREC License the driver may apply for an entry license waiver and complete their first event without any incident. Incidents include four-wheel off track excursions, body contact, spinning or any infraction of the applicable rules. After the first event without incident, the driver may apply for a TREC license.
- 2.5.2 After a driver completes **four TREC races without violating** any applicable rules, the driver may be granted, upon application, a NASA Provisional Competition License, good for all NASA races within the region of issuance.

### 2.6 Entry fees

The team entrant is responsible for paying all of the fees and submitting all of the proper paperwork.

### 2.7 Unauthorized drivers

If any person is found to have driven a vehicle on course that is not properly registered, the team, including the crew may be disqualified and/or banned from future events.

### 2.8 Pit space markings

**Teams shall mark the pit wall**, facing the track, with their assigned vehicle number. Markings must be temporary and removed before the team is finished with their pit space. Failure to remove markings may result in a disqualification, fines, or both.

## 3 Technical Eligibility

### 3.1 Eligible vehicles

All four-wheeled non-formula vehicle, with adequate safety equipment, may be permitted to enter, subject to approval of the event director. All vehicles must display at least one NASA decal on each side and one in the front and one in the rear. No other current sanctioning body decals are permitted, except INEX and 600 Racing

### 3.2 Vehicle legality

- 3.2.1 Vehicles must meet their respective class' safety and technical rules, except that all vehicles must run on **DOT tires with a manufacturers mark of tread wear rating of 180** or higher.

- 3.2.2 All vehicles must meet the minimum listed weight for their class. All endurance weights are measured without driver. Any weight listed in the class rulebook, which includes the driver, will be used to set the minimum weight for the vehicle, less 180 pounds. [For example, if a vehicle's class rulebook specifies a minimum weight of 2580 pounds (with driver), the enduro weight would be 2400 pounds minimum.]

### 3.3 Fuel tanks / cells

- 3.3.1 If a fuel cell is installed, the OEM tank, if applicable, must be removed.
- 3.3.2 Vehicles must start with no more fuel than the OEM tanks holds or a maximum of eighteen (18) gallons, whichever is less.
- 3.3.3 The use of more than two fuel OEM tanks or more than two fuel cells is prohibited.
- 3.3.4 Carrying more than forty four (44) gallons of fuel at any given time is prohibited.
- 3.3.5 *The term "filler hose(s)" in this section refers to those attached to the vehicle.*
- 3.3.6 *Filler hoses must be secured at each connection point with either a threaded connection or double hose clamps.*
- 3.3.7 *Only one fill point is permitted on the vehicle.*
- 3.3.8 *Only one five-gallon container may be used to refuel the vehicle at a time.*
- 3.3.9 *A single external (to the fuel tank or fuel cell) container that fuel is stored in, or moves through, (e.g. swirl pots, vent cans, surge tanks, etc.) may be used, and that container shall not have a capacity greater than 1.5 liter (0.4 gallons). The container must be constructed of aluminum or stainless steel, with threaded fittings to stainless steel braided fuel hoses. It must be separated from the driver's compartment by a separate bulkhead. Any container over 1.5 liters (0.4 gallons) is considered to be another fuel cell and subject to fuel cell requirements.*

### 3.4 Vehicle substitution

- 3.4.1 A team may substitute another vehicle before the start of the race, provided it has passed technical inspection and has been approved by the Race Director.
- 3.4.2 If there was a timed session on track to determine qualifying order, then the substituted vehicle must start last.

### 3.5 Night racing

- 3.5.1 If a race may run past dusk, brake lights, headlights, and taillights are mandatory.
- 3.5.2 Any number of additional driving lights may be added to the vehicle providing that they illuminate in the forward direction. However, if the Race Director deems any lights to be excessive and/or a hazard, the vehicle may be black-flagged. Any offending lights must be permanently disabled or removed.
- 3.5.3 Roof-mounted lights are not permitted.
- 3.5.4 The use of a Jacques Andres' Warning System (JAWS) flashing light is mandatory. JAWS lights are found at I/O Port Racing <https://www.ioportracing.com>
- 3.5.5 3.6.4 Using colored lights to identify the team's vehicle at night is permitted providing that the lights and colors do not confuse other drivers
- 3.5.6 Non-forward-facing white lights are prohibited
- 3.5.7 The use of flashing or blinking lights is prohibited, with the exception of the JAWS light.

## 4 Classes

- 4.1.1 There are four regular classes: E0, E1, E2, E3.
- 4.1.2 Promotional classes may be added at the Regional Director's discretion.
- 4.1.3 All classes are mapped below.
- 4.1.4 All teams must declare what sanctioning body and class rules their vehicle meets.

## 4.2 Mapping

Class	Organization	Class	Comments
944-Spec	NASA	E3	
AI	NASA	E0	
AS	SCCA	E0	American Sedan
Bracket 1	AER	E0	Between 0% and 3% of fast time overall (see Appendix B)
Bracket 2	AER	E1	Between 3% and 6% of fast time overall (see Appendix B)
Bracket 3	AER	E2	Between 6% and 9% of fast time overall (see Appendix B)
Bracket 4	AER	E3	Between 9% and 12% of fast time overall (see Appendix B)
BSR	NASA	E1	Boxster Spec
C	NASA	E3	MINI Challenge-C
Class A	ChampCar	E3	
Class B	ChampCar	E2	
Class C	ChampCar	E1	
Class D	ChampCar	E0	
CMC	NASA	E2	
CMC2	NASA	E1	
CS	NASA	E2	MINI Challenge-CS
E46	NASA	E1	
Elise Cup PB-R	FIA	E0	
EP	SCCA	E0	
FFR	NASA	E1	Prepared to rules 2011 and older
FFR	NASA	E0	
FP	SCCA	E0	
GP	SCCA	E1	
GP1	WRL	E0	
GP1	WRL	E1	
GP3	WRL	E2	
GP4	WRL	E3	
GS2	Grand Am	E0	2003 or earlier
GT3	SCCA	E0	
GT4	SCCA	E1	
GT5	SCCA	E1	
GTI Cup	NASA	E3	
GTS1	NASA	E2	

GTS2	NASA	E1	
GTS3	NASA	E0	DOT Tires Only
HC1	NASA	E0	
HC2	NASA	E1	
HC3	NASA	E2	
HC4	NASA	E3	
HC5	NASA	E3	
HP	SCCA	E3	
HP	BMW CCA	E0	
HS	BMW CCA	E1	
IP	BMW CCA	E0	
IS	BMW CCA	E1	
ITA	SCCA	E3	
ITB	SCCA	E3	
ITC	SCCA	E3	
ITR	SCCA	E1	
ITS	SCCA	E2	
JP	BMW CCA	E1	
JS	BMW CCA	E2	
KP	BMW CCA	E1	
KS	BMW CCA	E2	
Legends	INEX	E2	Must use spec tires & 5 gal tank
LP	BMW CCA	E2	
LS	BMW CCA	E3	
MP	BMW CCA	E2	
MS	BMW CCA	E3	
MX5 Cup	SCCA	E1	
NC	SCCA	E3	Neon Cup
PRC-GTS	NASA	E0	
Pro7	NASA	E3	
PS0	NASA	E1	
PS1	NASA	E2	
PS2	NASA	E3	
PS3	NASA	E3	
PS7	NASA	E3	
PTD	NASA	E2	Tires used determine PT tire points assessment

PTE	NASA	E3	Tires used determine PT tire points assessment
PTF	NASA	E3	Tires used determine PT tire points assessment
RS	SCCA	E1	Cal Club
SER	NASA	E3	Nissan SE-R Cup
SF	NASA	E3	Spec Focus
SM	NASA/SCCA	E3	Spec Miata
SN	NASA	E3	Spec Neon
Spc Boxter	PCA	E1	
Spc Boxter	POC	E1	
Spec E30	NASA	E3	
Spec E363	NASA	E1	
Spec E36	BMC CCA	E1	
Spec Racer	SCCA	E1	
Spec Z	NASA	E0	
Spec7	SCCA	E3	
SR	POC	E1	Boxster
SRX	NASA	E0	Nissan SE-R Cup - Extreme
SSB	SCCA	E3	
SSC	SCCA	E3	
ST	Grand Am	E0	
ST3	NASA	E0	
ST4	NASA	E0	
ST5	NASA	E1	
STL	SCCA	E0	
T2	SCCA	E0	
T3	SCCA	E1	
T4	SCCA	E3	
TR	INEX	E2	Thunder Roadster (w/ OEM fuel tank)
USTCC	NASA	E1	
WCT	SCCA	E0	World Challenge



### 4.3 Other vehicle classifications.

4.3.1 If the vehicle isn't found in the mapping section of this publication, the entrant should refer to the NASA PT/ST/SU rules.

## 5 Format

### 5.1 Grid

Grid closes when the pace car leaves. Late drivers must start in the back of the entire field, or may *choose to start from the pitlane, joining the field at the rear.* ~~be held to start in the pit lane at the discretion of the Reentry Steward or Race Director.~~ If a driver *chooses to start from the pitlane*, is held in the pitlane for the start, the Race Director ~~may should~~ ask Timing and Scoring to add a lap, if appropriate, to correct for the driver missing the warm-up lap. *Any driver starting from the pitlane after the overall leader has completed one lap, the Race Director may not add a lap.*

### 5.2 Race length

The actual race length may vary and will end at the predetermined time of day or may run a specified length. The Race Director will determine the exact length and the end-time before the start of the race. However the Race Director reserves the right to make adjustments in the race length should unforeseen circumstances present themselves. It is the competitor's responsibility to get the applicable information from the Race Director as to the duration of the race. The official clock starts when the pace vehicle takes the course for the warm-up lap(s).

### 5.3 Race finish

The overall leader should be shown the checkered flag at the finish flag stand as soon as possible after the official race time has elapsed. There is normally no "last lap" indication given by the Starter.

### 5.4 Starting order

- 5.4.1 The Race Director will choose a starting method to determine the starting order. Methods are unrestricted, and include: gridding based on season points (or reverse), a qualifying session, vehicle number, alphabetical, etc.
- 5.4.2 The starting method, as determined by the Race Director, cannot be questioned or disputed. However, a competitor or team's representative should notify the Race Director if there is an error in their assigned starting position based on the chosen starting method.

### 5.5 Leaving hot pits

Vehicles may be held leaving the hot pits when the pace vehicle is on track. The stewards may hold a vehicle until the pack comes by, if they estimate that the vehicle cannot catch the end of the pack before reaching the incident.

### 5.6 Red flags

In case of a red flag situation, all work on vehicles in the pits (hot pits and cold pits), including refueling, must be stopped. Drivers that choose to pit during a red flag situation, will lose their position, and will not be permitted to enter the paddock until the course is returned to green. Teams may continue to work on vehicles that were in the paddock before the course went red, however must not return to the hot pit lane or track until the green flag is displayed at the starters' stand.

### 5.7 Repair on course

Vehicles may be repaired on the course in a safe location at the discretion of an official or with the approval of an official ~~Race Director~~.

### 5.8 Full course yellow

The pits are "closed" during full course yellows. Once the last manned turn station, before the pit entrance, displays the double yellow flags (or by any other defined indication), the pit lane will then be "closed." If a vehicle enters the pit lane during a full course yellow situation, the driver has ~~three~~ *two* options:

- A. Park in the team's pit space and do nothing until the green flag is displayed at the starters' stand. The driver may not exit the vehicle (unless due to an emergency or instructed to do so by an official). *Working of any kind, including cleaning windows*, on the vehicle is prohibited.
- B. Continue through the pit lane and rejoin the field at the discretion of the re-entry marshal based on safe-release conditions.

## 5.9 Parc Ferme

Parc Ferme occurs when the race vehicles are impounded and basically means no one may touch the vehicles. Oftentimes in TREC racing there will be a break in the race where vehicles are ordered to park on track or in the pitlane and the officials will enforce Parc Ferme. During Parc Ferme the following applies, unless otherwise specified by the series Race Director.

- 5.9.1 Teams may remove any small item with a rechargeable battery for the purposes of recharging the battery (e.g. radios).
- 5.9.2 Remove video cameras and/or associated cards, cords, batteries, and memory cards.
- 5.9.3 Remove memory cards such as data acquisition, GPS, etc.
- 5.9.4 Remove driver's personal equipment such as radio cords, cool suit coolers, water cups, etc.
- 5.9.5 A vehicle cover may be installed providing that it serves no other function.

## 6 Scoring

- 6.1.1 The finishing position is determined by the total number of laps completed, whether or not the vehicle is running at the end of the race. If two vehicles have completed the same number of laps, the one that crossed the line first will be scored ahead. If two vehicles breakdown on the same lap, then the vehicle that completed the most distance since the green flag will be awarded the higher finishing position. "Distance" is measured from the starting line and does not include the length of the grid or differentials in grid starting positions.
- 6.1.2 Provisional results may be announced at the track along with trophy presentation. Results are not official until marked as such and published by NASA management.
- 6.1.3 Season points, *or race-shish finish points*, if applicable, are awarded as per the CCR. The teams are not permitted to drop any races from their season points, unless otherwise posted from the NASA office.
- 6.1.4 Vehicles that are penalized a certain number of laps, resulting in a tie for the number of laps completed, will be scored ahead of the teams that only completed that number of laps. If two or more teams are penalized a certain number of laps that results in two or more of them scored as a tie, then they will be placed in the same order in which they were before any penalties were assigned.

## 7 Safety

- 7.1.1 Compressed gas cylinders must remain behind the pit wall at all times while the event is in operation.
- 7.1.2 Reckless or negligent behavior by any driver or crewmember causing damage to themselves, equipment, pit surface, track, or other drivers' equipment or persons, can result in harsh penalties. If a crewmember is injured during a pit stop the team is automatically disqualified and the entire team may be ejected from the event and may be permanently ejected from NASA. Teams are reminded to work very carefully.
- 7.1.3 Paddock speed limit is 5 mph.
- 7.1.4 Minors are not permitted in the pit lane. Exceptions to this rule may only be granted under the rules listed in the CCR, and with the approval of the Race Director or Regional Director.
- 7.1.5 "Crew" helmets are permitted.
- 7.1.6 *Since this format includes the possibility of intermediate level drivers with no racing experience, all drivers should assume there is a less experienced driver operating any given vehicle and drive accordingly.*

## 8 Pitlane / Pitstops / Refueling

### 8.1 Pit space equipment

- 8.1.1 All teams are required to keep two gallons of water, *at least 5 pounds of oil absorbent, and* at least one 5 lb. or larger BC or ABC rated fire extinguisher within their pit space.

## 8.2 Refueling requirements

- 8.2.1 Each team is required to dump at least one five-gallon can of fuel into their vehicle during the race. No more than 10 gallons of fuel from two NASA approved\* standard 5-gallon plastic fuel containers may be put into the vehicle during any pit stop. The containers may not be refilled during a pit stop and put into the vehicle (i.e. if the team has two containers half full, that is all they can put in during that stop). Note- Six-gallon (or other) containers, sold as "5-Gallon" fuel containers are NOT legal.
- 8.2.2 All refueling must be done using NASA approved\* 5-gallon containers. All fuel containers shall remain capped when not in use. The cap may include a hose if the hose is capped when not in use. Shutoff valves are considered to be a legitimate cap. Fuel container vent hoses of less than 3/16th inside diameter need not be capped. Vent lines of larger diameter must be capped or "pinched off" to prevent spillage.  
  
Note- "Approved standard 5-gallon plastic fuel containers" are shown in Appendix A.
- 8.2.3 All fuel spilled into a pan or overflow container must be returned to a fuel container.

## 8.3 Refueler attire

- 8.3.1 Refuelers must wear safety equipment equivalent to the driver (except head neck restraint) as per the CCR (i.e. Nomex suit, gloves, shoes, and helmet) during refueling. All over-the-wall crewmembers in contact with any fueling device or catch pan or mat will be considered another refueler and subject to proper attire. All refuelers with open-faced helmets must wear eye protection and a balaclava (head sock) while refueling whether they have any facial hair or not.
- 8.3.2 Exception to the refueler's helmet requirement:
  - 8.3.2.1 Refuelers may, utilize a Snell or FIA helmet made for auto racing that was manufactured in 1995 or later.
  - 8.3.2.2 Standard crew helmets commercially manufactured for auto racing may be used for refueling providing a balaclava is worn and eye protection is used. This is an example of a legal crew helmet <https://www.ioportracing.com/simpson-motorcycle-m2015-and-pit-crew-helmets/pit-warrior-helmet-simpson/>

## 8.4 During refueling

- 8.4.1 *If refueling is to take place during any given pitstop, it will be the first action performed by the crew.*
- 8.4.2 A maximum of four (4) team members, including the driver, and the person manning the fire extinguisher, is permitted over the wall during refueling.
- 8.4.3 Working on the vehicle while refueling is prohibited unless specifically listed in this section.
- 8.4.4 Changing drivers while refueling is prohibited.
- 8.4.5 The driver may remain in the vehicle while refueling.
- 8.4.6 The driver may exit the vehicle while refueling.
- 8.4.7 Cleaning windows is permitted.
- 8.4.8 Removing or adding tape to / from lights and windows while refueling is permitted.
- 8.4.9 During refueling, at least one crewmember must hold a fire extinguisher and be ready to put out a possible fire while other crewmember(s) refuel the vehicle. The person manning the fire extinguisher must remain seven (7) to ten (10) feet away from the refueler(s) so as not to be engulfed in any flash fires that may occur. *The person manning the fire extinguisher shall have no other duty during refueling and is not considered a refueler, thus refueler attire is optional.*
- 8.4.10 *A standard carpet mat made for wiping shoes when entering a building is not considered a refueling device. It may be placed on the ground before the vehicle enters the pit box, but must be removed after the vehicle leaves. Fire extinguishers are not considered refueling equipment.*
- 8.4.11 *Refueling begins as soon as any refueling device crosses over the pit wall. Items for refueling may be placed on the pit wall (or on the flooring covering the pit wall) once the vehicle enters the pitlane. The vehicle must be stopped before any refueling item may be brought over the wall, or taken from the wall, into the hot pit lane.*
- 8.4.12 *Refueling has ended when all implements of fuel handling (cans, jugs, hoses, catch/vent cans, or spill trays, etc.) are behind the cold pit wall.*

## 8.5 Refueling equipment and storage

- 8.5.1 Refueling rigs are prohibited.
- 8.5.2 E0 cars may use a dry break valve (male) Redhead – 1.75" probe with 1.50" hose barb, ~~4/25"~~1.25" I.D. bore.
- 8.5.3 Only manual refueling is allowed. Stands and other equipment to support all of, or part of, the weight of the fuel jugs is prohibited.
- 8.5.4 Use of electric power tools and/or pumps for refueling is prohibited.
- 8.5.5 The use of hoses; funnels clamps; PVC & ABS fitting, valves, and pipes; threaded connectors; roofing supplies; various plumbing supplies; and most similar items found at a local hardware store are generally permitted, unless otherwise restricted.
- 8.5.6 Pressurizing fuel containers or systems is prohibited.

## 8.6 Fuel storage and handling

- 8.6.1 Deleted.
- 8.6.2 No fuel may be stored in the hot pit lane or on top of the hot pit wall. A crewmember(s) must be in physical control of any fuel jugs on the wall or over the wall at all times.
- 8.6.3 Fuel container cannot be placed on or over the pit wall until the vehicle comes to a stop.

## 8.7 Fire hazards

- 8.7.1 Smoking and open flames in the cold/hot pits is prohibited.
- 8.7.2 The Race Director must approve any repairs that may create a fire hazard (e.g. welding, grinding).
- 8.7.3 Only fully enclosed oil-type heaters are permitted in the cold/hot pits.

## 8.8 Tire changes

- 8.8.1 Teams may only change one tire per pit stop in the hot pits. Additional tire changes must be done in the paddock area.
- 8.8.2 Rotating tires is permitted providing that all tires on the vehicle when it leaves the pit stop were the actual tires that were on the vehicle when it came in for that same stop. Mixing of rules in section 8.8 not permitted. [For example: A team cannot rotate the left side tires (front to rear), then change one right side tire. In any given pit stop a team may change one tire, OR may rotate any of the tires, but not both.]
- 8.8.3 Use of air jacks / jacking systems is prohibited.
- 8.8.4 The use of any device other than a manual jack(s) or a manually operated hydraulic jack to raise the vehicle is prohibited.

## 8.9 Pitlane safety

- 8.9.1 Pitlane speed limit is 25 mph.
- 8.9.2 Unless otherwise indicated, the speed limit is in force from the first occupied pit box to the last occupied pit box, unless otherwise marked and specified.
- 8.9.3 Crewmembers must remain behind the pit wall until their vehicle entered the hot pit lane.
- 8.9.4 Only officials and authorized media are permitted to stand in the pitlane.
- 8.9.5 Crewmembers are only permitted to remain at the trackside wall for the purpose of signaling their driver. Spectating from the trackside pit wall is prohibited.
- 8.9.6 No one is permitted to be in the hot pit lane or near the trackside wall until after the initial green flag has been displayed and all of the vehicles have passed the first corner.
- 8.9.7 When not refueling there is no limit to the number of crewmembers over the wall during a pit stop. However, each person over the wall must be there to perform a function.
- 8.9.8 There shall be at least one jack stand under a vehicle if a crewmember(s) is working under the vehicle. The weight of the vehicle need not be on the jack stand.

## 9 Penalties

### 9.1 Format

- 9.1.1 Each race will use one of two systems to assign penalties. 1) Penalties issued after the race by subtracting laps. 2) Timed stop and go penalties for each infraction. Any penalty that lists "laps" can be applied to the "timed stop and go" system (#2) by substituting the word "minute(s)" for the word "lap(s)." (e.g. a 5-lap penalty translates to a 5-minute penalty, if using system #2). Note: If system #2 is used and it's too late in the race to issue the full time penalty, then the race results will be adjusted to penalize that team the assigned time penalty, plus 30 seconds. *The Race Director shall use one system or the other, but not a combination of both systems.*

### 9.2 Suggested penalties

- 9.2.1 Unexcused absence from the driver's meeting may result in gridding last or be excluded and/or disqualified. Other penalties may apply.
- 9.2.2 Failure of a driver to properly register before going on track will result in ejection and disqualification of the entire team.
- 9.2.3 Crewmembers failing to obtain the proper wristband and / or other credential may result in that person's exclusion from the event.
- 9.2.4 Failing to pit after being shown two open black flags, accompanied by a sign displaying the team's vehicle number, may result in the loss of credit for subsequently completed laps.
- 9.2.5 Spilling or carelessly handling fuel in the pitlane will result in a five lap (or 5-minute stop and go) penalty.
- 9.2.6 Working under a vehicle without a jack stand(s) will result in a one lap (or 1-minute stop and go) penalty.
- 9.2.7 Speeding in the paddock will result in at least a two lap (or 2-minute stop and go) penalty.
- 9.2.8 Speeding in the pitlane will result in at least a one lap (or 1-minute stop and go) penalty.
- 9.2.9 Refuelers failing to wear proper attire during refueling may result in penalties ranging from a warning to a one lap (or 1-minute stop and go) penalty for each offense.
- 9.2.10 Smoking, open flames, unapproved welding, grinding, etc. will result in at least a \$50 fine.
- 9.2.11 Failing to properly man a fire extinguisher during a refueling stop will result in a one lap (or 1-minute stop and go) penalty.
- 9.2.12 Working on the vehicle while refueling may carry a penalty of at least one lap (or 1-minute stop and go).
- 9.2.13 Unauthorized refueling in a location other than the pitlane during the race, including when the track has been "red flagged" is a penalty of ten laps (or a 10-minute stop and go).

### 9.3 On Track Conduct:

- 9.3.1 Pass under double standing yellow will result in a two-lap penalty (or 2-minute stop and go) issued after the resumption of the green flag.
- 9.3.2 Pass under single standing yellow will result in at least five-lap or 5-minute stop and go penalty, issued during green flag conditions.
- 9.3.3 Passing under waving yellow: at least a ten-lap penalty (or a 10-minute stop and go).
- 9.3.4 Over-driving a waving yellow (i.e. too fast): (without emergency personnel present)- at least a twenty lap penalty (or a 20-minute stop and go).
- 9.3.5 Over-driving a waving yellow (i.e. too fast, losing control): (reported by on-scene emergency personnel) will result in a minimum of 30 lap penalty (or 30 minute stop and go) in addition to excluding the offending driver from the remainder of the event
- 9.3.6 Yellow flag violations with incident causing damage: Any incident, causing any damage to any vehicle including the offender's vehicle, in a section of track under control of any local yellow flag, will result in the immediate disqualification of the offender's team entry. Track surface conditions will be taken into account.
- 9.3.7 Yellow flag violations with incident causing injury: Any incident, causing any injury to any person including the offender, in a section of track under control of any local yellow flag, will result in the immediate and permanent ejection of the offender from NASA. Track surface conditions will be taken into account.

9.3.8 In a passing situation both drivers must share the road and must not make any moves to impeded a pass. This does not alleviate the responsibility of the overtaking driver. **There is no "defending the line" in this series.**

**NOBICAL ONLY**  
**9/17/18**

## Appendix A

### 9.4 A1.0 Intent

It is the intent of this section to further clarify rules regarding “NASA approved standard 5-gallon plastic fuel containers,” and associated allowances under these rules, for all applicable classes (e.g. E0, E1, E2, and E3).

### 9.5 A2.0 Approved Containers

NASA approved containers are limited to “5-gallon containers” shown below. These containers might hold slightly more than 5 gallons, as they come from the factory. Note- no modifications are permitted to increase the capacity of these cans.



LEGAL CONTAINER REGARDLESS OF BRAND



LEGAL CONTAINER REGARDLESS OF BRAND



LEGAL HUNSAKER BRAND ONLY. Any hoses or fittings may be used, as long as the original jug remains completely unmodified. Visit <https://hunsakerusa.com/collections/racing-quickfills/products/5-gallon-quickfill-jug> to view the current acceptable Hunsaker jug.



9.6 A3.0 Examples of Illegal Containers



NOT LEGAL CONTAINER REGARDLESS OF BRAND



NOT LEGAL CONTAINER REGARDLESS OF BRAND