



CLUB CODES AND REGULATIONS

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1.0 Driver Registration & Required Driver Meetings

Here you will find information regarding the driver registration and meetings.

1.1 Racer Meetings

Drivers will be required to attend the Racer Meeting. After the Racer Meeting the Group Leaders will distribute the wrist bands for their group and go over specific information regarding their race group.

1.2 Driver Registration Procedure

Drivers are strongly encouraged to pre-register online. Not only does this make it easier for the driver but it really helps out Timing and Scoring as well as the Registration folks so that we aren't in a crunch on race day. If you are Pre-Registered online, your Group Leader will have your wrist bands and other pertinent racer information and will distribute them after the Racer Meeting on the morning of the event. Those who aren't pre-registered will report to Registration to register and sign your papers to get your wrist band. You must also report to Timing and Scoring with your Class, Transponder, and Car Number to get into the T&S Computer. See Section 6 of the NASANE CCR for locations and contact information.

2.0 Run Groups & Split Starts

This section will define the run groups and split starts that NASA NE will use for the season.

2.1 Run Groups

At all events with a normal size group of racers (usually over 55-60 cars) we will run a Lightning Group and a Thunder Group. Thunder Group usually encompasses the ST/SU cars, the GTS5-3 cars, and PTA-B cars. Lightning Group usually encompasses all the other classes. Check the Schedule or see the Race Director for specifics at each event.

2.2 Split Starts/Grids

Racers will be gridded within their Run Group based on their straight qualifying times. There will be no splits based on classes. Classes wishing to grid together may fall to the back of the grid at the discretion of their group leader. If need be a 2nd pace car will be assigned for those classes. Guest series split starts will be instituted at the discretion of the Race Director.

3.0 Points Structure

This section will define the points structure for in-class and drivers points for NASA NE racers.

3.1 NE Points Structure

We will adopt a modified points structure from the National NASA points setup as defined in the CCR. Points will be given to drivers in the same form, with the exception being when the class minimum as defined in section 3.2 of this document is not met. When the class minimum is not met, the competitor in a single racer class will only get 50 points in class as opposed to the full 100 if they raced against another competitor. There will be 2 dropped races allowed over the course of the season. If you are on suspension or receive a DQ, you cannot drop those races.

3.2 Minimum Class Requirements

Minimum class participants will be 2 per class. There must be 2 registered, competitors at some point during the race weekend. For example, if your competitor shows up and their car won't start, but has made a good faith effort to be there as a competitor, the other starter will gain full points. If however, there are no other competitors in your class, then 50 points will be awarded to you. The reasoning behind this rule is to prevent folks from spreading out among a lot of non-competition classes for the sole reason of gaining driver and class points.

4.0 Schedule and Race Procedures

This section will define the meetings, and registration procedures for NASA NE racers on site.

4.1 Race Day Schedule

The racer schedule for the 2010 season for a 2-day race weekend will be as follows.

Sat: Practice 15 min, Qualifying 20 min, Race 35

Sun: Qualifying 30 min, Race 35

*For Limerock Fri/Sat races, Substitute Sat/Sun for Fri/Sat.

For Sunday only racers there will be a hardship session allowed during one of the advanced DE session following DE rules and must be arranged with the Race Director.

All schedules can be re-arranged or altered depending on conditions and time constraints at the discretion of the Race Director.

4.2 Race Length

All races will be approximately 35 min in length at the discretion of the Race Director and may be shortened due to safety constraints.

5.0 Impound Procedure & Incident Review Board

This section will define the Impound and Incident procedures for NASA NE.

5.1 Impound Procedure

All competitors who finish in the top 3 of their class must report to the impound. NASA will make every effort to pull out the cars required to go to impound, however it is the DRIVER'S responsibility to show up directly after the race to the impound. When in doubt, show up to impound. ALL CARS must go to impound after your qualifying session, directly from the track to the impound. Again this is the driver's responsibility, even if you leave the track before the end of the qualifying session. During all impound procedures, 1 Driver and 1 Crew member may be within 10ft radius of the vehicle. There is not to be any opening of the hoods, compartments, or other such items (except in an emergency and with the presence of a NASA Official). Cars may be dynoed at the discretion of the Race Director or NASA Officials, if your car is to be dynoed you must be accompanied by a NASA Race Official to the dyno.

5.2 NASA NE Incident Review Board

As per section 25.4.5 and 27.0 of the NASA CCR, we will be assembling an IRB to determine fault and/or issue penalties for our events.

5.3 Driver Points Infractions

Section 27.12 of the NASA CCR defines the points system for driver infractions. The IRB will keep track of the driver points and will use the following as a guideline:

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

Once a driver has reached 10 points for the season, they will need to appear before the IRB as per Section 27.12.1 of the NASA CCR.

5.4 NASA NE Penalty Structure

We will be following generally the definitions in Section 27.4 of the NASA CCR. For #1-6 below, it is **incumbent upon the victim** to report the incident, however the flaggers or officials may report this as well. For #7-8 the victim, officials or flaggers may report the incident.

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)

5.5 NASA NE Incident Reporting

All on track incidents must be reported by both sides to the Race Director, as soon as possible after the conclusion of the race. Failure to report to the Race Director will result in a (1) point penalty added to your driving record.

6.0 Contacts & Officials

This section will define the contacts and officials for NASA NE racers.

6.1 Contacts

Regional Director- Joe Casella
Race Director- Michael Torricelli
Timing and Scoring Director- Adam Mouradian
Enduro Director- Zephyr Belski
Tech Director- David Deerson

6.2 Officials

TBD as of this printing.

6.3 Onsite Information Locations

TBD as of this printing.