



**NASA Northeast Supplement to  
CLUB CODES AND REGULATIONS**

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**2012.3 EDITION ©**

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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. Failure to attend the Racer Meeting will lead to forfeiture of your on track sessions until you have met with the race director. Vital schedule and safety announcements are made at 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 Race 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 Race Run Groups & Split Starts**

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

### **2.1 Race 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 Race 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 2<sup>nd</sup> pace car will be assigned for those classes. Guest series split starts will be instituted at the discretion of the Race Director.

### **3.0 Race Points Structure**

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

#### **3.1 Race 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. ~~The will be 2 dropped races allowed over the course of the season.~~ The top 10 finishes will be counted toward Driver and Class Points Standings. If you are on suspension or receive a DQ, ~~you cannot drop those races~~ they will count toward your top 10 finishes.

#### **3.2 Race 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. Another example would be if someone signs up for as a racer in a particular class and then cannot make it to the track, the other competitor who attended in good faith that he would have competition will also 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.

#### **3.3 Minimum Participation Requirement**

In order to qualify for points in class, you must participate in at least 50% of the races in class for the year. If you participate in less than 50% of the races, you can trophy for the races you participate in, however your race will be considered a "fun run" in terms of points and overall standings for NASA Northeast's season.

## **4.0 Race 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 2012 season for a 2-day race weekend will be as follows.

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

Sun: Qualifying 30 min, Race Time Slot 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 and Regional Director.

### **4.2 Race Length**

All races will be 30 minutes from Green Flag to Checker Flag at the discretion of the Race Director and may be shortened due to safety constraints. The time slot for the race will be anywhere from 35-45 minutes to allow for formation lap(s), cool down lap, and/or cleanup time.

## 5.0 Race Impound Procedure & Incident Review Board

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

### 5.1 Race Impound Procedure

All competitors who finish in the top 5 of their class in classes where weight is a factor in their calculations, 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 where weight is a factor in their class calculation, 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 Race 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 Race 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 Race 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)

#### **5.4.1 Race NASA NE Major Penalty**

Any incident as determined by the Officials, Flaggers or NASA Northeast Staff which is considered to be a "Major" incident, including serious vehicular or bodily damage will be subject to the following ruling at a minimum.

One (1) Race Suspension at the next race weekend in which he or she participates. This meaning that he/she cannot race/DE/etc on the first day of a 2 day event where he participates on the 2nd day. If it's a Sat/Sun race event, he cannot participate on the Friday open practice nor the Saturday race/de, and must race on Sunday.

One (1) Year Probation, any kind of incident or erratic driving will lead immediately to a 1 year suspension.

#### **5.5 Race 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, no later than cold track for the day. Failure to report to the Race Director will result in a (3) point penalty added to your driving record.

#### **5.6 Race NASA NE Traqmate Data Acquisition for HP Enforcement Temporarily Suspended**

~~Through our testing, we have determined that the "Black Boxes" are accurate with less than a 2% deviation from the HP calculated by the dyno. Going forward we will be using the data from the black boxes to enforce HP requirements for classes that require HP/Weight ratios. With a less than 2% deviation from actual dyno HP, we will be using +/- 5% as the cutoff using the black boxes for official DQing in classes where HP/Weight ratios are required. This means that even if you are 5.00000001% over, you may be DQed. The cushion/leeway is the 3% on top of the testing we have done in case of an problem or issue. The black boxes will be placed at the discretion of NASA Northeast staff during any and all sessions (practice, qualify, race) to determine the HP of a given vehicle.~~



## **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 & Scoring Director- Michael Torricelli or Ryan Stone  
Race Tech Director- David Deerson  
HPDE Tech Director- Joe Grande  
Flagging & Communication Director- Ed Geller  
Race Impound- Peter McIntosh Sr.  
Pit & Grid Director- John Rice  
Time Trial Director- Jake Namer  
Chief Instructor- Jay Tepper  
Registrar- Suzan Casella

A complete list can be found at <http://nasane.com/contact-us.html>

### **6.2 Officials**

TBD as of this printing.

### **6.3 Paddock Parking Rules**

Paddock Parking will be determined by your class. Maps will be distributed via e-mail as well as at the track on the day of the event. You should not park in any areas specified as Official Parking, Grid, Impound. You should also park with your designated class as well.

## **7.0 Safety Equipment**

This section will define the supplemental safety equipment required for NASA Northeast Events

### **7.1 Helmets**

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 (Note- passenger equipment must meet or exceed these minimum requirements; but do not necessarily have to match the driver's equipment):

Use a proper fitting helmet that meets Snell 2005 (SA2005; M2005) or newer (or equivalent) standards for cars or motorcycles.

All HPDE 1-3 with street or near street car preparation will be required to have a Snell2005 M or greater helmet.

All HPDE 4, Race Prepared (such as, but not limited to: cage, fire suppression, gutted interior. At the discretion of Race or HPDE Tech) and All Racers will be required to have Snell2005 SA or greater helmet.

All NJMP events will require a full face helmet for all participants.

There will be a 1 event waiver issued for the Snell 2005 rule for both HPDE and Race participants who are not in compliance.

Regardless of the Snell certification or type of helmet, the functional condition as determined by tech inspection will be the overriding factor in allowing the use of any helmet.

This is in addition to Section 11.3 of the National CCR

## **8.0 Officials / Rules Hierarchy**

This section is intended to clarify hierarchy among some officials and rules. Where there is a conflict, the following order should be used. Each item on this list supersedes the prior listed item whenever there is a conflict.

### **8.1 Hierarchy:**

- Club Codes and Regulations
- Class Rules
- Local or Event Supplemental Rules
- Drivers' Meeting Information
- Orders From Officials
- Race Director
- Executive Director
- Medical Staff (with regards to patient care and their duties).

## **9.0 Northeast Race Car Numbers**

Due to the increased participation of Race as well as some software restrictions we have instituted a rule such that no 2 racers may have the same number.

### **9.1 Car Number Rules:**

- Each Car must have a unique number, no matter what class you run in you cannot duplicate the number of another racer
- As long as you race 1 weekend a year, your number will remain active and you will retain it.
- If you want to release your number or sell your car, please contact Timing & Scoring so we can release the number

### **9.2 Reasoning Behind The Rule**

- Database/Computer- We can manually override duplicate numbers, however this increases the time it takes to get results, qualifying etc posted. It's a tedious task that makes race-day operations run slower.
- Penalties- When flaggers call in penalties, they rarely tell us a car description or class. The flaggers are provided by the track so it's not something we can control. If we have 2 cars with the same number, and a penalty comes in it may get assessed to the incorrect competitor.
- Grid- The grid printout does not give a car description nor a class. Therefore we have had issues with grid when we have multiple cars with the same number.

### **9.3 Reserved Car List**

The reserved car list can be found at <http://nasaforums.com/viewtopic.php?f=24&t=40639> List this list is kept up to date as it changes. Please check there to see if the number you want is taken before requesting it.

## 10.0 HPDE Instructing Rules

This section defines who can and cannot instruct and in what conditions they can and cannot instruct for HPDE.

### 10.1 Qualifications

- All instructors must pass an instructor training class designated by the Chief Instructor.
- In the event we are short of instructors, temporary instructors can be designated by the CI for a single event.

### 10.2 Competitor Instructors

Any person competing in the event either in ~~Time Trials or in~~ a Race Group are not allowed to instruct the same day. This does not bar ~~TTers or~~ Racers from being considered part of the Instructor Corp. They are not only allowed to instruct on their non-competition days but encouraged to do so as they can encourage new DE folks to continue on through the ranks. Time Trialers who are also instructing must understand that their first duty is to instruct and mentor their students. If for any reason they fail to do so, the penalty will be a DQ for their TT times for the entire weekend at the discretion of the Chief Instructor.

The reasoning for not allowing competitors to instruct on a day they are racing or time trialing is simply that their focus is on competing. Even though they may be into instructing, their focus will be split between the student and the competition. This would short change our students who we want to have the best learning experience as possible.

### 10.3 Overrides

Qualifications and competitor rules may be overridden with the consent of both the Chief Instructor **AND** the Event or Regional Director on the day of the event.