

# **2017 NASA Eastern States Championships**

## **Time Trial Event Rules Supplemental**

Welcome to the 4<sup>th</sup> Annual NASA Eastern States TT Championships! We hope that you have a great time at this event, and we would like to thank you for participating. We realize that you have all worked hard in order to meet your eligibility requirements, taken days off from work, driven from all over the country, prepared your cars, and spent a fair amount of money along the way. Our goal is to ensure that this is the best NASA TT event ever run. We want to make sure that you have a good time, and that we have a fair competition where every driver and vehicle goes home safely. Over the years, we have found that the best way to ensure a fair, fun competition is to clearly explain what our expectations are of the participants, and then to enforce the rules when they have not been followed. This helps to avoid controversy and any perception that the rules are not being enforced evenly.

Before you come to the event, you need to re-read the TT Rules. Specifically, you should re-read Section 18 of the TT Rules that pertains to this event, and Sections 11-16 that pertain to all TT events. Be aware of any Technical Bulletins made this year that are listed on the National TT website and the TT section of NASAForums.com. You should also read the 2017 NASA Eastern States Championships Event Regulations. You should make yourself familiar with the Event Schedule, and especially the TT meeting schedule printed at the bottom of the event schedule. Lastly, we have provided this list of specific Supplemental TT Rules that we are announcing now and at the first meeting. These rules will supersede any conflicting rule(s) in the 2017 NASA TT Rules or the 2017 NASA Eastern States Championships Event Regulations. Please make sure that you follow them. None of us want to see anyone get penalized for violating rules.

From Section 2, 2017 NASA Eastern States Championships Event Regulations:  
“All rules, procedures, and formats announced, defined, and decided upon during the drivers meeting supersede these rules, the CCR, and all other applicable rules.”

### **1) TT Event Staff/Officials:**

Race Director Group E—National TT Director, Greg Greenbaum  
Series Director—Richard Wootten (Texas TT Director)  
Assistant Series Director—Luis Jimenez

You can contact the TT Event Staff via Driver Information, at the meetings, and at the TT impounds.

### **2) Meetings:**

We will try and make the meetings as short as possible. However, there is important information that we need to get to you, and this is the only way to do it. As well, we need to determine if there are D/Q's during the prior session for violation of the “more than 2-off/Spin” rule or the no drafting rule. We need everyone there to make sure that: 1) We do not D/Q someone inappropriately and 2) That all violations are penalized equally. Attendance will be taken at the Mandatory meetings. Penalties for unexcused absences will be strictly enforced. Meeting times have been chosen so that conflicts with other run

groups for drivers that are also racing have been minimized. Drivers and Officials that have conflicts with a meeting time must notify the Race/TT Director (Greg) prior to the meeting to request an excused absence, AND, the driver or Official must have a proxy attend the meeting for him/her. Having a proxy attend a meeting without requesting an excused absence prior to the meeting will not suffice, and penalties will apply unless there is an extraordinary circumstance. Any absence by a TT Event Staff member (if one is competing) is an excused absence, and the remaining Staff attending the meeting shall proxy for the missing Staff member. Note: Lack of driving in the TT session prior to the meeting is not an excuse for missing the meeting. Drivers with an unexcused absence that did not drive in the prior session may not be permitted to drive in the following session at the discretion of the Race/TT Director. If you are leaving the event early, prior to the last session on Sunday, please notify the Race/TT Director (Greg) so you can be excused from further meeting attendance.

- A) The penalty for an unexcused absence from the first morning meeting is listed in Section 18 of the TT Rules, and includes D/Q for the day, and possibly not driving for the day.
- B) The penalty for an unexcused absence from all other meetings will be a D/Q of the driver's lap times from his/her fastest session of the day. If the driver's car number comes up for discussion because it is on the incident report from Race Control, or if the driver is discussed during the meeting for possible on-track behavior problems, he/she will also be held at pre-grid in the next session and not permitted to drive in that session. He/she will be required to discuss the incident with the Race/TT Director before being allowed to go back on track.

### **3) TT Car Classification Forms:**

TT Car Classification Forms must be submitted to the TT Event Staff at or prior to the Saturday morning 8:45a.m. TT meeting. The penalty for failure to submit a TT Car Classification Form by the above deadline will be disqualification in TT session #1. The driver will continue to be disqualified until the TT Car Classification Form is submitted.

Any changes to the vehicle that would result in a change on the TT Car Classification Form must be reported immediately to the TT Event Staff. In general, changes will only be permitted at the morning meetings, although rare exceptions, for good cause, may be accepted at the discretion of the TT Race Director. The driver may submit a revised TT Car Classification Form, or may amend the original Form in the presence of a TT Event Staff member who will time and date the change(s) on the Form. Blank forms for those forgetting to bring their initial Form might be available at Driver Information or Tech.

### **4) Dyno Sheets:**

From the TT Rules:

“A certified Dyno report consists of three separate, reproducible Dyno tests for each Fuel/Timing Map or boost controller setting with SAE J1349 Rev JUN 90 correction, with the car owner's name, car number, car year/make/model, shop name and phone number, and Dyno operator's name on the Dyno sheet, accompanied by a completed ST/PT/TT Dyno Certification Form.”

Dyno sheets and Dyno Certification Forms must be attached to the TT Car Classification Form for all cars in TT1, TT2, TT3, and TT4, and all cars that have been re-classified by the

National TT Director based on Dyno testing. Dyno sheets should show three pulls, and must be from the appropriate, approved dynamometer type (Dynojet only for FWD & RWD, and Dynojet, Dynapack, Dyno Dynamics, or Mustang for AWD cars). Failure to submit an appropriate Dyno sheet (when one is required, as above) will be penalized by disqualification in TT session #1, and the car will continue to be disqualified for subsequent TT sessions until an appropriate Dyno sheet is submitted. All FWD and RWD cars that require and are lacking an appropriate Dyno sheet will be Dyno tested on Saturday by NASA, and the driver will be charged \$200. If an AWD Dyno is not available at the track, the driver must arrange to have an appropriate Dyno test completed off-site before TT session #4 or the car will be moved to the TTU class for the remaining sessions.

#### **5) Alteration of Power Levels:**

The following rule will apply to ALL vehicles:

“Vehicles may not have any adjustments, during the entire event, to systems that allow adjustment of horsepower levels that would serve to alter Dyno readings without the express approval of the Race/TT Director. Examples of such systems are driver-adjustable electronic tuning and engine timing advance devices, fuel pump output modification devices, boost controllers, adjustable MAP and MAF voltage clamps, and any other system that could alter the Dyno readings when measured for compliance purposes. Any restriction device placed in the air intake system must be clearly identified as such and marked to indicate its dimensions.

Any hardware that allows a competitor or crew member to wirelessly connect to the ECU at any time during competition or post-competition impound is strictly prohibited, regardless of whether such hardware is external or internal to the ECU, regardless of the direction of data flow.” Additionally, no hardware is permitted that allows a driver to alter horsepower levels by any means while on the track.

All adjustable systems shall be sealed prior to TT Session #1 with evidentiary tamper-proof tape (1:20 p.m. on Saturday). This includes OBD and ECU computer ports, boost controller knobs, and switches. It is the driver’s responsibility to ensure that these systems are sealed prior to competition so that adjustments cannot be made without damaging the tape (the tape/stickers are available in Tech and either a Tech Official or TT Official must be present when the tape is placed). Any driver desiring to access/ break the seal of one of these systems after 1:20 p.m. on Saturday must make the request to the Race/TT Director prior to breaking the seal to avoid disqualification. Under certain circumstances, the TT Director may require that prior to breaking the seal, the driver submit a \$150 fee, and that NASA perform a Dyno test prior to the seal being broken.

#### **6) On-Track Behavior:**

From the TT Rules:

“Drivers are cautioned not to deliberately draft with another vehicle, except prior to making a pass. Prolonged drafting or “team” drafting may result in penalties for both drivers.”

“Any driver displaying unsportsmanlike conduct either on or off the track, driving in an over-aggressive manner, or failing to cooperate with other drivers on the track will be subject to harsh penalties, which may include expulsion from further TT competition.”

“Any NASA TT competitor that places more than two wheels off course during an incident, or has both front or both rear wheels off course at the same time, will lose any timed result from that session. Any competitor who spins a vehicle greater than 80 degrees relative to the track direction or loses control of the vehicle such that it creates a potentially dangerous/hazardous condition if another vehicle was nearby will lose any timed result from that session. This rule specifically applies to any competitor who drops wheels off the track and “hooks” back across the track, regardless of whether the vehicle spins or goes more than two wheels off. It also applies to “tank-slappers” where the driver has to significantly slow the vehicle to regain control to the point that a closely following vehicle would be forced to make an evasive maneuver to avoid car contact. Also, any vehicle that hits a wall or another vehicle may be disqualified for any number of sessions, including the entire event, at the discretion of the TT Director. TT drivers MUST keep their vehicles under control at all times!”

The first TT session on Saturday will be a practice session. The lap times will not count toward competition, but they will be used to set the pre-grid for the second TT session (Competition Session #1). All of the other 6 TT sessions will count toward competition. The first session that a substituted vehicle is driven in will serve as a practice session for the driver and vehicle, regardless of whether or not it is a designated practice session for the rest of the run group.

Once a car enters the track, it is not permitted to enter the hot pits except to go to the black flag station or to exit the track. No work, adjustments, or tire checks may be done in the hot pits. Once a vehicle enters the hot pits, it must exit the track and go directly to Impound. Note: rules regarding this may be different for the race classes. Do not confuse statements made at a racer’s meeting with these TT Rules! The only exception is if a vehicle has entered the hot pits to go to the black flag station and the driver is instructed by a NASA Official to go back on track. All cars must report directly to Impound after exiting the track, regardless of how many laps were completed. If a car has a mechanical failure, it must still report to Impound to avoid disqualification of that session’s lap times (even if towed there).

Cars will be pre-gridded based on their prior best lap times, except for the first practice session on Saturday. We will input any D/Q’s into the T&S computer system once a day. So, at times, drivers could be getting pre-gridded based on lap times that will later be D/Q’d. Please make sure that you know your grid position before you come to pre-grid. All drivers should attempt to arrive at pre-grid 10 minutes prior to the scheduled session start time. As soon as the prior session’s group goes on track, the pre-grid is open. The grid will be closed when the first TT vehicle goes on track. Once the grid is closed, cars arriving late will not be permitted to go on track without the approval of a TT Official.

The pole-sitter will take the cars out on track at 45 mph. This speed will be maintained until all cars are on track to provide the largest number of open hot laps to the group. Once all cars are on track, the pole-sitter will begin to pick up the pace. Drivers should position their cars so there is about 1 second behind the car in front of them at the green flag. During the “paced” lap and the first hot lap there is no passing permitted unless the passing driver is specifically given a point-by from the driver ahead.

“Any driver found by NASA TT administration to be “blocking” another car in order to slow the following driver’s lap time will be subject to harsh penalties, which may include expulsion from further TT competition.”

## **7) Post-Session Impound:**

All vehicles will report to Impound/Tech immediately after exiting the track after every TT session. This is required regardless of the number of laps that are driven during the session. Drivers and crew members are not permitted to touch anything on the vehicle in the hot pits. Tire temps and pressures may be taken in the Impound/Tech area only under the watch of TT Event Staff. Tire pressures must not be adjusted until the vehicle is released from impound. Care must be taken when checking tire pressures so that air is not released when checking them. Any car that has been chosen by NASA TT Event Staff to be Dyno tested that has been found to have had adjustments to tire pressures will have the tires inflated to at least 40 psi prior to the Dyno testing. Cars must be released from impound by a TT Event Staff member. If you come off track early, and there is not one there yet, wait until one arrives. If a member of the NASA Impound/Tech staff is “releasing” you, please inform them that you have been impounded by TT Event Staff, and ask him/her where you should park your car until they arrive. Once a car is in impound, the driver may stay in the driver’s seat and wait for further instructions from TT Event Staff, or the driver may exit the vehicle and stand next to it, with the helmet and safety gear placed in the vehicle. The hood must remain closed, and nobody may test or work on the car. The driver may not re-enter the vehicle until instructed to do so.

Any vehicle that is unable to be Dyno tested for any reason when requested by TT Event Staff is subject to possible disqualification for the entire event or re-classification into the TTU class at the discretion of the TT Race Director.

If you have any questions about these, or any of the other TT Rules, or any questions about the classification of your car, please ask a TT Director. Please do not make assumptions. If it is not specifically listed in the Rules, it is probably not legal. Thanks, and have a great event!

Greg Greenbaum, M.D.  
NASA Eastern States Championships Race Director (TT)  
NASA National TT, PT, ST Director  
NASA National Medical Director

