



**NASA Northeast Supplement to
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. 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 waivers 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 if you didn't register online. 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 50-60 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 Saturday 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 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 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. We will effectively have 2 dropped races for each racer. This is based on the total number of race days that NASA Northeast runs. You cannot gain driver points in more than one race per day. (So if you are supersizing, the higher points total on a given day will be counted, unless one of them is a DQ) If you are on suspension or receive a DQ, they will count toward your race 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 2015 season for a 2-day race weekend will be as follows.

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

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

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.

4.3 Passing Under Yellow

In addition to the Passing Under Yellow rules found in the National CCR Section 19.3.4 and 19.3.5 when participating in NASA Northeast Events, there is NO PASSING UNDER YELLOW from the station that is displaying the standing or waving yellow until the next manned station that is not displaying a standing or waving yellow flag. The definition of the station is a line drawn perpendicular to the race surface at the point of the station. This rule significantly varies from what is in the CCR.

4.4 Grid Procedure

The Chief of Grid 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.

Grid should be formed, as scheduled, prior to the race. Grid will close at the 2 minute signal. Any driver failing to make it into their assigned Grid Location after the 2 minute signal is given, will be sent out on track at the back of the grid relinquishing his or her grid order and qualifying position.*

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 Pit Out Flagger, 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 position on the pace lap.

In all NASA NE race events, engines shall be started by the driver sitting in the normal driving position, using an on-board or supplementary power supply. Carburetor or fuel injection systems may be manipulated and/or primed in the starting process. Engines should be started and/or running by the 2 minute signal. A car that cannot start on the grid may be push started under the supervision of a Chief of Grid, provided it is back in position well prior to the 2 minute signal. Cars push started after the 2 minute signal, or not in position at the 2 minute signal relinquish

their grid positions. They will be held behind other cars, and must start from the back of the field. This competitor will remain circulating the track at the back of the field until the Green Flag is waved.

Fueling in not permitted on the Grid.

All compressed air bottles/gas cylinders with a pressure in excess of 200 psi must have a protective structure around their gauges and valves when in the grid area.

4.5 Exiting of Vehicle on Track

No one is permitted to exit their vehicle unless instructed by an official or their car is on fire. The penalty will be at least a DQ and no further track activity for the day up to expulsion from NASA.

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.~~

5.7 Race NASA NE Protest Procedure

Protests must be made in writing within 1 hr of the checker flag dropping to Timing and Scoring using the NASA NE Protest Form. Forms can be found online or in Timing and Scoring or Registration. Failure to file the protest form will prevent you from any further action. You must also submit a \$20 processing fee with your protest form filing. Any NASA Official can submit a protest form and is not subject to the \$20 fee, however the 1hr rule is still in effect. All racers

and cars must be available for inspection at the track for 1 hour and 15 minutes after the checkered flag to be able to answer any protests that may be against them or their car. Failure to be reachable for 1 hour 15 minutes after the race IF you are protested will result in an immediate disqualification.

5.8 Penalty Appeals Process

Any penalty against a competitor will be given by the Race Director. If a competitor wishes to appeal the decision of the Race Director, they must do so in writing or via e-mail to the Race Director and Regional Director within 24 hours of the penalty. An IRB will be convened and they will have 30 days to render a final decision on the appeal.

6.0 Contacts & Officials

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

6.1 Contacts

Regional Director- Joe Casella

The most current list can be found at <http://nasane.com/contact-us/>

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 Time Trial Participants will require a full face helmet in addition to the other HPDE4 requirements.

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

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

7.2 Roll Bars on Convertibles

OEM Pop Up Roll Bars may be legal for use in the NASA CCR however it is the driver's responsibility to confirm with the track of choice in which they will participate if the track will allow Pop Up Roll Bars.

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.

9.4 Requesting a Car Number

We have an online form that you can fill out all your pertinent information to request a car number for Time Trials or Wheel to Wheel Racing for NASA Northeast. The form is located on the NASA Northeast website at <http://nasane.com/car-number-request-form/>

9.5 Releasing a Car Number

If you sell or would like to release your car number please contact Timing and Scoring so that your number can be released back into the available number pool sooner rather than later.

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 they are competing. This does not bar TTers or Racers from being considered part of the Instructor Group. 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. Anyone wishing to Instruct on the same day as competing in TT or Race must get permission from the CI. Any TTers or Racers 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 or Races 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.

11.0 Time Trial Supplemental Rules

This section outlines, clarifies and gives supplemental rules specific to Time Trial participation in NASA Northeast.

11.1 Classification Forms & Dynos

- Dynos must not be older than November 2013 for the 2015 competition year.
- All [Classification & Reclass Forms](#) will be publicly available for all competitors to view.
- If you make any substantive changes to your car DURING the season that requires a change in point tally (even if total did not change) you MUST SUBMIT a new class form (and dyno if changes could change engine power).
- Class Forms MUST BE TURNED IN BEFORE your first official competition session (warm up is not applicable) of the weekend. If no forms are turned in then you will be shown in class but your times will be disqualified for the entire day.

11.2 Regional Points/Championship

- Each "Day" of Time Trials is considered a Race
- Minimum 6 races are required to qualify for Regional Championship.
- You are allowed to drop 2 races, except where you have been DQed or penalized.
- Any driver who attends the National Championships can use the final result to count towards one points race finish toward the Regional Championship.

11.3 Event Protocol

- All events will have a Mandatory Saturday Morning Meeting (or first morning of event if it does not start on a Saturday). Please refer to Event Schedule for the time and place. For those who are instructing or racing it is your responsibility to inform me if you cannot make this meeting.
- License: No driver is allowed on track in the TT group without a current TT Provisional License; Provisional Competition License; valid hardcopy National TT license (for current competition year); or valid hardcopy Competition License (for current competition year).
- TT Wristband : No TT Driver is allowed on track without an at event TT wristband. Wristbands will be given out at the Mandatory Saturday morning meeting.

11.3.1 Grid

- First session of the weekend will grid by fastest class (TTU) to slowest class (TTF). Please refer to Event Registration Driver List to understand what grid position starts for each class (i.e. if there are 7 TTU cars then TT1 starts at grid position 8 and so on). For this first session it is 1st Come, 1st Choice.
- After the first session is completed, all competitors are required to know their own grid position before heading there (times will be based on your best time of the day). Grid sheets will be posted well in advance of the applicable session. First session of the following day are based on best times from the previous day.
- Please pre-grid at least 10 minutes before your session starts.
- GRID CLOSES 2 MINUTES prior to release. If you are late then you will be held and released on the 3rd lap for fairness to other competitors so they have 2 laps to get their best time in. If you are an instructor or racer and have a conflict before please contact the Regional Director.

11.3.2 Start of Each Session

- All sessions start with Full Course Yellow.

- First lap on track has a minimum speed of 45 MPH until acceleration point for green lap.
- Lateral tire scrubbing (NO BRAKING in the middle of a straight) is allowed for the first 5 corners. After that it is SINGLE FILE with 5 car lengths and 45 MPH constant speed (NO BRAKING OR SWERVING). Those who needlessly slow down the entire group creating a traffic jam effect may lose that timed session in which they caused the delay.
- Acceleration point for the green flag lap is the apex of the next to last corner before the start / finish straight. This maybe modified at Saturday Driver's meeting based on the track.

11.3.3 End of Each Session

- ALL DRIVERS regardless of when they exit the track will drive past impound. You will follow instructions of Impound personnel to either park, or go back to your pit (if no one is there you will wait). If you do not drive past Impound and go directly back to your pits you will have that session DQ'd.
- At Event Dyno: At events where there is an onsite dyno you may be required by the TT Director to have a dyno run performed. In addition a Competitor may also under a protest request a dyno run. If the car is at or under the power stated on the current dyno sheet on file then NASA or the Protester will pay for that dyno run (whomever required the test). If the car is over the power stated on the current dyno sheet on file then (and out of any margin of error) then you will ultimately be responsible for the cost of the dyno run and DQ'd for the entire day's session.

11.3.4 Passing & Safe Driving

- Open Passing means anywhere, anytime however we are not racing and aggressive overtaking or blocking may result in penalties at the TT Director's discretion.
- Passing Under Yellow: Any pass made under yellow (whether single standing, waving or double yellow) will result in immediate termination of activity for the remainder of the day. A second offense will result in a one year suspension. See Racing Section for definitions of Passing Under Yellow and how it is measured.
- Any competitor who spins or goes 4 wheels off will have that session DQ'd.
- A strict "no contact" policy is in effect and any driver found at fault for car to car contact will be suspended for one year or banned permanently.

11.3.5 Passengers

Passengers are allowed in TT only if they have permission from the TT Staff and the passenger has signed a NASA passenger waiver and in possession of a passenger wristband. Additionally the TT driver needs to be a NASA Instructor in order to take a passenger. The session in which you have a passenger will not count towards the days time.

11.3.6 Protests

Protests of TT vehicles or driver conduct must be submitted within 30 minutes of the last on track session of the day. Protests must be submitted in writing using the TT Protest Form to the TT Director.

11.3.7 Spec Miata & Spec e30 Supersize

For competitors in Spec Miata and Spec e30 racing the same weekend you may at your option supersize in TT without filling out a classification form so long as you are legal for your class. Spec Miata racers will be classed into TTE and Spec e30 will be classed into TTD. You may not change anything on your car that weekend have to remain in racing spec. You must follow all TT rules and any supplemental rules.