NASA FLORIDA Supplement to
CLUB CODES AND REGULATIONS
©2014-2016

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National Auto Sport Association
Florida Region

http://www.drivenasafl.com

®

1.0 Driver Registration & Required Driver Meetings

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

1.1 Racer Meetings

Competition licensed drivers will be required to attend the Racer Meeting. Vital schedule and safety announcements are made, and wristbands are handed out. After the Racer Meeting the Class Leaders/Group Leaders may go over specific information. Failure to attend meetings may lead to forfeiture of your on track sessions.

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. Those who aren't pre-registered should report to Registration to fill out paperwork and get a wristband if applicable for your group. You must also fill out a "timing update half sheet" with your Class, Transponder, and Car Number to get into the T&S computer.

2.0 Race Run Groups & Split Starts

This section will define the run groups and split starts that NASA FL 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 all the "big bore" classes (AI, ST/SU, GTS3-4, etc.) Lightning Group usually encompasses Spec Miata and sometimes also Spec E30 or similar "small bore" classes. Both races each weekend are championship points races unless otherwise announced.

At events will generally less than 50-60 racecars signed up we may offer two races per day as extra thanks for racer participation. All four races each weekend are championship points races unless otherwise announced. The second race each day will be the prize/award/contingency race unless otherwise announced.

Check the Schedule or see the Race Director for specifics at each event.

2.2 Race Split Starts/Grids

Racers may be gridded within their Run Group based on their straight qualifying times. There may be splits based on classes. This is all TBA at each day's Racer Meeting. If need be a 2nd and or third pace car will be assigned for certain classes. Guest series split starts will be instituted at the discretion of the Race Director. Starts will all be "rolling" unless otherwise announced at the drivers meetings (classes/groups may elect to have standing starts if there is a unanimous vote.)

3.0 **Race & Time Trial Points Structure**

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

3.1 **Florida Region 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 15% dropped races or Time Trial days allowed over the course of the season. If you are on suspension or receive a DQ, you cannot drop those races or Time Trial days.

Numbers round up or down for drops. Example: if we have 8 points races or Time Trial days a season, 15% of 8 is 1.2 so that means 1 will drop. If we have 10 points races or Time Trial days a season, 15% of 10 is 1.5 so that means 2 will drop.

3.2 **Minimum Class Requirements**

Minimum class participants will be 2 per class. There must be 2 registered competitors shown on official results at some point during the event weekend or competition day.

3.3 **Minimum Participation Requirement**

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

3.4 **Per-Event and Season Championship Awards**

The regional event day awards (based on daily results) and season championship awards (once drops and number of eligible drivers have been calculated) will be distributed as follows:

1 car in class – 1st place honorable mention
2 cars in class - 1st place award, 2nd place honorable mention
3 cars in class - 1st place award, 2nd place award, 3rd place honorable mention
4 or more cars in class - 1st place award, 2nd place award, 3rd place award

At-track trophies are only issued for Saturday competition at our events. Prizes and contingency awards may pay for both days - please see those individual program details on the website.

4.0 Race Schedule and Race Procedures

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

4.1 Race Day Schedule

The racer schedule for the 2016 season for a 2-day race weekend will tentatively be as follows.
Sat: 20min practice, 20min qualifying, 25min race #1, 25min race #2
Sun: same as Saturday **or** 20min qualifying or quali-race, 35min race #1, 35min race #2

All schedules can be re-arranged or altered depending on conditions and time constraints at the discretion of the Race Director and Regional Director. Schedules will be different for shared events and/or events technically hosted by other regions.

4.2 Race Length

All sprint races will be 25-35 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 Enduros

Optional additional Enduros may be offered in the late afternoon/early evening at various events, typically 2+ hours long. These are "supersize" races in addition to regular sprint race weekend entries. Drivers must participate in the sprint races on the day of the enduro to qualify for enduro participation and special supersize pricing. An additional fee may be imposed for these enduros and/or co-drivers and/or drivers who aren't registered for sprint racing that weekend. Further details are TBA at the meetings and/or from the Enduro director.

5.0 Race Impound Procedure & Incidents

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

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 FL 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)

5.2.1 `Race` NASA FL Major Penalty

Any incident as determined by the Officials, Flaggers or NASA Florida 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.

5.3 `Race` NASA FL 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, within 30 minutes. Failure to report to the Race Director will result in a (3) point penalty added to your driving record.

6.0 Regional Customs

6.1 Licensing

All new competition licensing in the Florida Region goes through the regional office then the national office. The Florida Region reserves the right to impose further requirements and training in addition to what's listed in the CCR before granting a competition license.

6.2 Stickers

Stickers or similar identification from other sanctioning bodies should not be visible on competition cars at any time and may incur black flags. Stickers for certain parts, products, or sponsors may cause a driver to forfeit winnings other than trophies (example: Hoosier stickers on a Toyo-shod Spec Miata means that car is not eligible for Toyo contingency winnings.)

7.0 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.

7.1 Hierarchy:

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

8.0 Florida 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.

8.1 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
- Your number is usually your first choice when you register but priority is given based on time (the person who signs up earlier with that first choice number gets the number.)

8.2 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 often 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.

9.0 HPDE Instructing Rules

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

9.1 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.

9.2 Competitor Instructors

Any person competing in the event in a Race Group is not allowed to instruct the same day. This does not bar Racers from being considered part of the Instructor corps. 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.

The reasoning for not allowing competitors to instruct on a day they are racing 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.

For purposes of this section, Time Trial is considered part of HPDE (not racing.)

9.3 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.