



NASA Mid-Atlantic Supplement to  
Club Codes and Regulation  
2025v1.1 Edition

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National Auto Sport Association  
Mid-Atlantic Region  
14461 Cedar Creek Farm Lane,  
Montpelier, VA 23192  
<http://www.nasaracing.net>  
804.883.7669

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## **1.0 General Rules**

1.0.1 Anyone driving on track must be a NASA member. [Except Hyperdrives and touring laps]

1.0.2 A late fee of \$50.00 applies to all on-site entries. NO EXCEPTIONS

1.0.3 Once a vehicle goes on course, the entry fee is not refundable.

1.0.4 The driver is financially responsible for damage to the racing surface, track grounds, safety barriers, fire/safety equipment and other related services/repairs.

## **1.1 HPDE/Time Trial Drivers**

1.1.1 Passengers allowed in HPDE 3 & 4 only. Passengers must have signed the event waiver and wear respective wristband. Passengers are not allowed in TT timed sessions.

1.1.2 All HPDE/TT drivers must have their cars teched before going on track.

1.1.3 All HPDE/TT drivers must attend all scheduled classrooms and download meetings.

## **2.0 Driver Registration & Required Driver Meetings**

All drivers are required to attend any meetings requested upon them. All drivers, officials, and if needed, participants.

### **2.1 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.

### **2.2 Race Driver Registration Procedure**

Drivers are strongly encouraged to pre-register online. 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.

## **3.0 Race Run Groups & Split Starts**

Every weekend, starts and run groups are based on attendance of the event. This information (standing starts, rolling starts and waves) will be given usually during the morning meeting of the first race day.

### **3.1 Race Run Groups**

At all events with a normal size group of racers (usually over 50-60 cars depending on track length) we will run a Lightning Group and a Thunder Group. Thunder Group "usually" encompasses the following classes: ST1-2/SU, GTS2-5, FFR, PTB, AI, AIX, SI, SE46, Vintage 1-2, & CMC. Lightning Group usually encompasses all the other classes. Check the Schedule or see the Race Director for specifics at each event as this may change due to participation counts.

### **3.2 Time Trial Groups – Supersizing**

For competitors in Spec Miata, Spec e30, or Spec3 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 TT6 and Spec e30/Spec3 will be classed into TT5. 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.

#### **4.0 Race Points Structure**

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

#### **4.1 Race MA Points Structure**

NASA MA follows the season points structure as described in the CCR 22.0.

#### **4.2 Minimum Participation Requirement**

In order to qualify for points in class and for that class to be considered championship eligible, a minimum of three competitors must participate in at least 50% of the races in class for the year.  
OR

There must be a minimum of three drivers that participate in greater than 50% of the races offered by Mid-Atlantic in a given season. The drivers do not have to be the same three drivers.

#### **4.3 Points Drop System**

For all championship-eligible **race** classes, four race points will be dropped. **For all championship-eligible time trial classes, three competition days will be dropped**Any/all DQ's will not be "droppable".

#### **4.4.1 Eligible Racing Class Points for 2025 Season**

March 15 & 16 – VIR – 3 races

April 12 & 13 – SPR – 3 races

May 17 & 18 – VIR – 3 races

June 21 & 22 – SPR – 3 races

August 16 & 17 – NJMP (crossover event with NE) – \*follow NE regional points rules

September 4-7 – Ozarks Championships – 1 race

September 20 & 21 – SPR (crossover event with NE) – 3 races

October 18 & 19 – VIR – 2 races

#### **4.4.2 Eligible Time Trial Points for 2025 Season**

March 15 & 16 – VIR – 2 competition days

April 12 & 13 – SPR – 2 competition days

May 17 & 18 – VIR – 2 competition days

June 21 & 22 – SPR – 2 competition days

August 16 & 17 – NJMP (crossover event with NE) – 2 competition days

September 4-7 – Ozarks Championships – 1 competition days

September 20 & 21 – SPR (crossover event with NE) – 2 competition days

October 18 & 19 – VIR – 2 competition days

November 8 & 9 – SPR – \*\*2 competition days\*\* (Points for 2026 Season)

#### 4.5 Lap Record

Lap times are eligible for lap records if the achieved lap time was completed during a season points race or when the race director declares a race is eligible for lap records. Season point races are declared as races that apply to the regional championship standing as stated in supplemental rule 4.4.

#### 5.0 Race Procedures

This section will define gridding and race policies outside of the mandatory CCR.

##### 5.1 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 3 minute signal. Any driver failing to make it into their assigned Grid Location after the 3 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 MA 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 3 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 3 minute signal. Cars push started after the 3 minute signal, or not in position at the 3minute 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 is **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.

##### 5.2 Qualifying Grid

There will be a predetermined grid set for Qualifying. Qualifying grid is determined by lap times of the previous race weekend, last race. Grid will be created **ONE** week before the event (ie – if event starts Saturday, grid will be created by the Saturday prior to the event). Anyone not listed will be placed in the back of their respective class. The structure for qualifying grid is as follows:

- a. Priority to those who raced last race of previous event.
- b. Lap times of race listed from (a).
- c. If participant did not race previous event, participant will be placed on qual grid according to when participant registered for event.

- d. If participant registers at the track, late, or after the grid sheet has been created, they will be placed at the back of their wave.

NASA Mid-Atlantic may change this policy pending event or class requirements

### **5.3 Passing Rules**

Passing rules are defined and followed in the National GCR with exception to 6.3.2. - No passing under any yellow flag situation until the driver is (one must apply):

1. Past the incident,
2. Beyond the next manned flag station that does not display a yellow flag [Ref:(7.2 - 7.4)].
3. Past the incident and next flag station visibly does not display a yellow flag.

### **5.4 Rain Race Mandatory Equipment**

To be approved to run in a rain race, drivers must have at least one functioning headlight and two functioning taillights. One of the taillights must be an FIA approved rain light. The other may be an OEM equivalent.

FIA rain lights must function as follows:

FIA rain lights must be steady 'flash' during entire time on track EXCEPT when the brake pedal is depressed, at which time, FIA rain lights must be solidly lit 'solid on'

FIA rain lights must be on the exterior of the vehicle with nothing obstructing the led's (may not be behind glass, lenses, plastic lenses, etc.)

Non FIA Taillights, such as the stock taillights on production cars, must be steady 'on' during entire time on track.

Non FIA Taillights must illuminate brighter than steady on when driver is using brakes.

Below are some examples of FIA rain lights:

<http://www.bimmerworld.com/Safety-Race-Interior/Battery-Electrical/Lifeline-FIA-Approved-LED-Rain-Light.html>

<https://www.pegasusautoracing.com/productdetails.asp?RecID=5603>

Any infraction not acceptable to these standards will result in a black flag during the race or disqualification.

### **5.5 Functional Brake Lighting**

Visible indication of braking (brake lights) is mandatory for race readiness. Any competitor found not having functional indication of braking may be black flagged and removed from the track for safety considerations.

### **5.6 Miscellaneous Race Protocol**

- 5.6.1 - Once a sprint race starts, competitors who leave the race and go in to the paddock may not return to the racing surface. If a competitor goes back to join the race, they will be disqualified.
- 5.6.2 - 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.
- 5.6.3 - Tire scrubbing is highly discouraged. However, if the competitor must scrub their tires, scrubbing will no longer be permitted after the following corners at the following tracks.
  - VIR – Oak Tree
  - SPR – CarouselFailure to comply with this rule will result in black flag, loss of times, or any action deemed necessary by Race Director.

## **6.0 Race Impound Procedure, Reporting, and Compliance Checking**

This section will define impound and incident procedures for NASA MA.

### **6.1 Race Impound Procedure**

All competitors who finish in the top 3 of their class in classes where weight is a factor in their calculations must report to 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 impound. When in doubt, show up to impound and verify.

### **6.2 Race NASA MA Incident Reporting**

All on-track incidents must be reported by both sides to the Race Director within 30 minutes of race session conclusion. Failure to report to the Race Director will result in a (3) point penalty added to your driving record.

### **6.3 Race NASA Traqmate/AIM Data Acquisition for Compliance**

NASA reserves the right to use alternate compliance checking tools including in-car, GPS-based, and other technologies deemed appropriate. All such technologies will be considered valid for compliance checking if declared so by NASA. Failure to comply with the use of these tools will result in a DQ for the session refused.

### **6.4 Post-Incident Policies**

If someone has been deemed responsible for an incident, that person will be mandated to prove proficiency by completing the NASA-MA competition school test. Failure of this test will result in taking a separate re-test the next day later. Failure of the re-test will result in, at a minimum, a 1 race suspension and modified as necessary by the Race Director.

#### **6.4.1 Metal-to-metal contact**

In the event of metal-to-metal contact the race director may require a written test prior to going out during the next competition session. Failure to pass the test may result in removal of results, disqualification, or suspension.

## 7.0 Regional Class Modifications

7.1 GTS Toyo Rule - Adjusted ToyoR -0.7 Modification Factor: This modification factor is exclusive to the Mid-Atlantic GTS region and is for research and testing purposes. This value may change or be altered should data justify such. If a competitor elects to apply this bonus, they **MUST** declare this choice before the first competition session of the weekend and maintain this choice throughout. The sole exception to this requirement is the use of a rain tire which remains unrestricted.