



NASA Mid-Atlantic 2022 Details & Procedures for ULTIMATE TRACK CAR CHALLENGE May 13, 2022

Thanks again for signing up to be part of this very fun day! The purpose of this document is to help you prepare for a successful UTCC and answer any questions you may have about how the event day actually runs. Please take the time to read everything and follow all its links before contacting us with questions. Here goes...

Important Documents:

-2022 NASA CCR and Time Trial rules, available from <http://www.nasapracing.com/rules>

-Event Page w/entry list, tentative schedule* and UTCC participant general instructions:
<https://nasaracing.net/may-13-15-2022-vir-hyperfest/>

Vehicle Technical Inspection:

Before going on track you will need to take your car through the tech shed, located across from the classroom, to have it inspected and get an approved sticker to go on track. Tech will be open Thursday evening and Friday morning as per the schedules on the event page. UTCC is considered HPDE as far as tech paperwork goes, so you need to bring a completed copy of this form: <http://nasaracing.net/wp-content/uploads/hpdetechform.pdf>

Friday Morning Mandatory Meeting:

Our UTCC meeting will be immediately following the 7:30am all hands meeting – at a location to be announced at the all hands meeting. Please help us get through this meeting quickly since your track sessions start at 9am! If you do not attend the UTCC meeting, you will not get your driver wristband. If you do not have your wristband, you will not be allowed on track. Also it is imperative that any final entry updates are handled no later than at this UTCC meeting (transponder number updates, car number changes, driver or sponsor name changes, etc.) It is also very important that all drivers who didn't register their entered cars

themselves are at this meeting to fill out the appropriate paperwork and show proof of NASA membership. Again, if you miss the UTCC meeting you will not be allowed to participate. We may split the group all day to get more open track for everyone. If so, you will get your "A" or "B" assignment when you get your wristband at the end of the UTCC meeting. Please drive only in your assigned group all day long unless we need to move you for some reason.

Later Meetings:

We do not currently have any additional UTCC meetings planned. We will only have additional meetings if we need to get together and talk about situations that have presented themselves. If one of these special meetings needs to take place, you will hear about it from me directly and over the PA system and on pit road at the end of a track session. Attendance at all meetings is mandatory – passes to get you back on track for following sessions may be handed out. Otherwise, please join us for the UTCC awards (time & location TBA!)

Gridding in General:

Please report to pre-grid at least 10-15 minutes before your session so you can get in the proper starting position and get ready. You are fully expected to know your grid position in advance. Please do not rely on our grid staff to tell you the spot you should be in. Grid sheets for later UTCC sessions will be posted well before each UTCC session, usually on the door to the registration room in the tech shed as well as online. It is your responsibility to go to find out what your grid spot for your next UTCC session is. Again please do not rely on our grid staff to help with this. Gridding in correct order for UTCC is 100% up to the drivers.

Gridding for the Warm-Up Session:

Please line up as best you can in order from theoretical fastest to theoretical slowest. Times will only be taken to make sure your transponders are functioning properly, and to give us some basis for lining up the first timed session if necessary. Your warmup times will not count toward the results. Please treat the warmup like a warmup and do not drive flat-out, especially during the first few laps. Penalties will be more severe for spins, 4-offs, and other infractions during the warmup sessions. There is also a mandatory point-by in place for all passing during the warmup sessions. Any passing done without a point-by during the warmup sessions will be subject to penalty (i.e. losing times during later sessions, or worse.) After the warmups all timed sessions are full open passing, point-by is optional for the rest of the day.

Gridding for Timed Session #1:

Please line up again in order from theoretical fastest to theoretical slowest. The grid staff may use the warmup times for reference when lining you up, but your actual grid spot is up to you. Please note: the "Gentlemen's Agreement" grid system is in place for warmups and all timed sessions. That is, lining up in correct order should certainly be a group activity meant to benefit every driver. If you know someone is faster than you regardless of class and regardless of warmup times, feel free to let 'em grid in front of you. If we each take a few seconds to talk to each other and make sure the car gridded in front of us is probably faster and the car gridded behind us is possibly slower, this will work out great - clean laps for everyone from the start of each session being the goal of course, not immediate traffic that could've been avoided.

Gridding for Later Timed Sessions:

Please line up according to your prior session time (for the second timed session of the day) and your best time of the day so far (for later timed sessions) to minimize unwanted congestion on track. As per above it is 100% up to you to know your spot and get this right. The grid staff will make you wait until the pack has completed at least one lap if you are late to grid (i.e. if you arrive after the 3-minute call) or if you have no time on the sheet for whatever reason. Worth mentioning again, if you get to grid late (i.e. after the 3-minute call) you will be held until after the pack has completed one hot lap. This is so no participant has to deal with traffic early in a timed session, and so everyone has the best chance of getting clear "flyer" laps as a result. Everyone has the same right to clear track early in the session, whether they're driving a 90hp car or a 900hp car. So those who are late to grid will certainly lose track time as a result.

Going On Track at the start of any Session:

It is required that you maintain at least a 3 to 5 car-length gap from any other vehicle during the "roll on roll off" out lap behind the pace car - please do not follow too closely or bunch up the field or hang back, it just hurts everyone's chances at getting a clear "flyer" lap early in each session. We will absolutely penalize drivers who cannot follow these simple instructions. Also please do not scrub your tires after the first three corners, and if you must scrub tires, please make sure you do it laterally (side-to-side) not by rapidly accelerating then braking, because that really messes up the proper spacing between cars at the start (which is, again, essential if everyone is going to get clean laps when the green flag flies.)

UTCC Session First Lap/Pace Car Procedure:

You must follow the pace car and maintain whatever speed - again maintaining the aforementioned 3 to 5 car gap between each of you - UNTIL the pace car gets to T11 (right hander, oak tree corner onto the back straight.) Pace will then go "lights out" if the field is definitely about to take the green flag, and accelerate away from the pack. **DO NOT SPEED UP WITH THE PACE CAR, SIMPLY MAINTAIN WHATEVER SPEED THE PACE CAR WAS DOING.** Then, once the pace car is long gone, begin accelerating to your full pace **NO EARLIER THAN AT T14** (top of the hill into rollercoaster) with the end goal being full-tilt-boogie by the time you get to the turn-in for T16 (left hander before T17 hogpen right hander onto front straight.) Again **DO NOT EXCEED WHATEVER MAXIMUM SPEED THE PACE CAR WAS DOING UNTIL YOU GET TO T14 IF NOT LATER, BUT DO NOT SLOW WAY DOWN EITHER - MAINTAIN THAT SPEED.** The goal here is to get the pace car on pit road early, so you can get a run through the last corner before the front straight, then take the green flag at full speed. This procedure is primarily the responsibility of whoever is first in line behind the pace car, and that person will absolutely be penalized if this procedure is not followed correctly. Again worth noting: "hanging back" to bunch up the field and get a run to the green is not allowed!

Passing Rules:

Passing rules are "anywhere anytime WITH OR WITHOUT A POINT-BY" for all UTCC timed sessions after the warmup (remember, there's a mandatory point-by during the warmup sessions only.) The overtaking driver goes offline and it is the overtaking driver's responsibility to complete the pass safely - the driver being overtaken should ***NOT*** "get out of the way."

Staying consistent and predictable with your line will help faster drivers safely overtake you. Please note: open passing is absolutely NOT an excuse for unsafe passing (i.e. NO dive-bombing into corners, etc.)

Flyer Laps:

With a little thought and cooperation we can all work together to get "flyer" hot laps vs. slower laps between flyers during timed UTCC sessions. So we have a mandatory point-by if you know you are not on a hot lap but are either regaining speed to take another hot one, or done with your session and planning to pit in. For example, if another participant approaches from behind during any of my usual two or three hot laps I will not automatically point them by, they will have to get around me offline as usual. However if another participant approaches from behind during my warm(ish) lap or my cooldown lap I will stay on line but point them by offline early - and very clearly/obviously. I think many folks already do this... but if everyone does it, we will all benefit.

Driving Rules & On-Track Incidents:

If you do any of the following: "rough driving, unsafe passing, putting all 4 wheels off the pavement, any spin on or off pavement, significant loss of control, or contact of any kind", it will result in an automatic disqualification (DQ) plus no time on the results for that session specifically. Doing so during the warmup will result in a DQ of your time from the first two timed sessions. Repeat offenders will be dealt with harshly - if you display a pattern of driving beyond your skillset and/or if you think that going off track multiple times in a day is acceptable, you not only risk multiple DQs, but also your ability to continue driving both at this event and with NASA in general.

Across the board you MUST pit in immediately and speak with an official if you exhibit any action described in the first sentence of this section. If you spin or go 4-off or similar and do not pit in immediately you have now done two things wrong which means a greater chance of losing all times for the day. Also you are considered "guilty until proven innocent" - that is, any action described in the first sentence of this section will immediately and automatically DQ your time for that session if not worse, then it is your responsibility to find Jon and explain what happened if you feel the incident was not your fault (i.e. drove straight off to miss a spinning car, etc.) Video and/or witnesses are very helpful in those discussions.

As mentioned above, any at-fault driving mentioned above during any warmup will now result in a DQ of session times from both the first and second timed sessions that day, as well as probably being parked for at least one timed session (depending upon severity of offense.) Across the board we need fewer spins/off/ets during the warmups! You should not be turning flat-out 10/10ths laps during the warmups... they are for warming up your car... as well as your brain, eyes, hands, etc.

Also, a DQ in a prior session does not cause you to start from the back in a later timed session since that just creates traffic. However, we will treat repeat offenders more harshly since that could be considered less of a penalty for on-track errors. UTCC drivers are expected to be some of the best, safest, and fastest participants at this event. Therefore your ability to go back on track will absolutely be in jeopardy if you think it's ok to go off track multiple times in a day.

Car Numbers and Required Decals:

All UTCC vehicles shall exhibit their assigned car number on both sides. The numbers must be at least ten (10) inches tall and be of a contrasting color. No numbers may be placed on the side windows. Numbers on the front or rear of the car are recommended but not required. Metallic numbers, and numbers having iridescent and/or reflective properties, are prohibited. Other numbers on the car are not allowed since that will just cause confusion for timing & scoring. Failure to properly display car numbers will result in a black flag and the loss of track time until said display has been corrected.

NASA decals must be displayed on all four sides of each UTCC car and are available at registration during hours listed on the schedule. GRM will be providing the required additional decals to go on each UTCC car, these will be available trackside on Thursday and early Friday from the GRM staff, and/or at the UTCC drivers meeting on Friday morning. Decals from any sanctioning body other than NASA need to be removed or covered up for this event. Failure to properly display the required decals including NASA stickers will result in a black flag and the loss of track time until said display has been corrected.

Transponder Numbers:

TX #s must be registered before the warmup session, no exceptions. If you are borrowing or renting one, please make sure a "half-sheet" is filled out at Registration or during the UTCC drivers meeting at the absolute latest. We have a hand-held transponder tester at registration if you would like to make sure yours is working and has a strong signal from whatever location on the car. If your transponder is not working, we will do our best to relay that info to you from the starter stand during a warmup and/or on pit road after a black flag if it's during a timed session.

Pit Road & White Board:

After you take the last lap of your session and proceed to your paddock spot, please note the large white dry-erase board at the end of pit road, just before you turn right to go back into the paddock. When a transponder problem or other issue is noted, the pit & grid staff will do everything in their power to make sure you know it applies to you, but as you know, pit & grid can get very busy, so please make a habit of looking for and reading the sign board each and every time you come in. If you don't see the board prominently displayed, you can assume there is no message for you or your group. However if you miss the board and don't go where-ever you need to go immediately, you can assume - at a minimum - that your session times will be DQ'd if not worse.

Results:

Results sheets are usually posted by 30 minutes after each timed session and can be found in the hallway of the control building by the bathrooms & classroom door and/or inside the door to Registration in the tech shed. Again this year we will be posting fewer copies in an attempt to save paper and reduce waste. Please use an electronic device to view results - you can see session results at timingscoring.drivenasa.com and/or Race Hero. We should also have live T&S posted to the front page of <http://www.nasaracing.net> during all timed sessions. However this is all dependent upon internet and/or cell connection, which can be unreliable at the track. We'll do our best but please don't be mad at us if there are technical

difficulties. Afterward, final results are printed and posted by GRM as well as to the regional results subfolders https://drivenasa.com/results/?eeFolder=NASA_Mid_Atlantic_Region .

Final Thoughts:

As always we at NASA Mid-Atlantic are really looking forward to this year's UTCC! Should you need any of us for any reason, please don't hesitate to make contact. As for me specifically: email is best/fastest in advance, then at the track on Friday I can be reached anytime on a NASA radio - go to registration or grid and have 'em call me. I can usually be found near grid before any UTCC session, then up in timing & scoring during and immediately after any UTCC session.

Thanks again and we look forward to seeing you soon at VIR!

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