

NASA Time Trial (NASA TT)
Official National Rules
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1 Definitions and Claims

NASA Time Trial (NASA TT) is an auto competition series focused on time trial style competition and shall function as an advertising and marketing tool for the series sponsors, the independent sponsors of each team, as well as the official sanctioning body of the series. The trade name, "NASA Time Trial (NASA TT)" and these rules are the property of the National Auto Sport Association, Incorporated[®]; located at P.O. Box 21555, Richmond, CA 94820; 510-232-NASA (6272).

2 Sanctioning Body

The NASA TT series is sanctioned by the National Auto Sport Association (NASA). All events are governed by these rules, applicable addendums, prima facie rules, as well as those found in the latest version of the NASA *Club Codes and Regulations*[©] (CCR). All decisions made by the series administration are final, except under certain conditions, as specified by the CCR.

3 Intent

The intent of these rules is to provide mandates to ensure that all vehicles are modified within clearly established limits, so as to ensure an even platform, in which a contest of driving skill may provide the most talented drivers with great rewards. If a modification is not specifically allowed by the rules, it is prohibited unless permission is obtained from the NASA TT Director. A permitted item cannot be modified to perform a prohibited function. Vehicle legality is the sole responsibility of the driver.

4 Purpose

NASA TT provides a venue for spirited on-track competition with a high degree of both safety and convenience. NASA TT allows qualified individuals to compete in a "best lap time" format in a prepared car and bridges the gap between HPDE and wheel to wheel racing.

5 The Classes

5.1 General Car Classification

NASA TT includes eight production-car and two open-wheel classes. Stock cars are defined as a car equipped at its original year, make, model and equipment level specifications. Stock Cars in Classes A to J are listed as follows: (* denotes the 5-point

handicap)

(Porsches with Factory Sport option get the 5-point handicap). Cars may be upclassified as defined below at Section 5.2 based on vehicle modifications.

A-Class: Reserved for highly modified cars.

B-Class: **BMW** Z8; **Chevrolet** Corvette Z06; **Dodge** Viper, ACR*; **Ferrari** 360*, 550*, 355, 456GTA; **Ford** Mustang Cobra R, 02+ Cobra SVT; **Lamborghini** Diablo VT*; **Lotus** Esprit V8, TT; **Porsche** 911/996TT*, 911 Turbo, 930 (2wd), GT2/3*

C-Class: **Acura** NSX; **BMW** M3 (E46)*, 98+ M5, M Coupe (315hp), M Roadster (315hp); **Chevrolet** Corvette C5*, Corvette GS, SLP Camaro/TransAm; **DeTomaso** Pantera; **Factory Five** Cobra 5.0; **Ford** Mustang Cobra/SVT/Mach1, Saleen Mustang; **Jaguar** XKR-SC, S-Type R; **Lotus** Esprit 4 Cylinder Turbo; **Mazda** RX-7 TT; **Mercedes Benz** C32 AMG, SLK AMG*, CLK AMG*, E55; **Porsche** 911/993, Boxster S
Toyota Supra TT

D-Class: **Audi** A6 2.7T, S4*, TT (225 hp); **BMW** M3-E36*, M Coupe/Roadster 3.2*, Z3-6cyl, Z4, 540, 85-92 M5, M6; **Chevrolet** Camaro SS*, Corvette C4, ZR-1*; **Ferrari** 308, 328; **Ford** Mustang V8, F150 Lightning; **Honda** S2000; **Infiniti** G35; **Jaguar** XKE, S-Type, Vanden Plas; **Lexus** GS400, SC430; **Mazda** RX7 Turbo II; **Mercedes** CLK430; **Mitsubishi** 3000 VR-4*; **Nissan** 350Z, 350Z Track*, 300zx TT; **Pontiac** WS6; **Porsche** Boxster 2.8l, 911 (NA, CS), 944 (16v), 944 Turbo (all), 968, Carrera 2 or 4 (964), 356 Carrera 4-cam; **Toyota** Supra T, MR2 T

E-Class: **Acura** Integra Type R*, RSX-S, TL-S, CL-S, CL-S 6spd*; **Audi** A6 4.2, A8, TT (180hp), A4 3.0 (220 hp), S8; **BMW** 3 Series 6cyl, Z3-4cyl, E30 M3*, Mini Cooper S; **Chevrolet** Impala SS, 63-82 Corvette, Camaro 6cyl; **Dodge** Neon SRT-4; **Ford** Mustang V6, Taurus SHO, Contour SVT, 2002 T-Bird, Focus SVT; **Honda** 03 Accord-6cyl, Prelude VTEC; **Infiniti** I35, Q45; **Jaguar** XJ8, X-Type; **Lexus** IS300, GS300, SC400; **Lincoln** LS V8; **Mazda** MazdaSpeed Protege, 6-6cyl, Miata 1.8 (all); **Mercedes** SLK, C280 Coupe, C320; **Mitsubishi/Eagle/Dodge** Eclipse/Talon Turbos, Eclipse V6, Stealth/3000 NA; **Nissan** Altima 3.5l, Sentra V-Spec, Maxima 3.5l, 300zx NA (Z32), 300zx all (Z31); **Pontiac** Firebird V6T, Grand Prix GTP; **Porsche** 928 (all), 914/6*, 924 Turbo, 924S, 944 8v **Plymouth** Prowler; **Saab** 9/3 Viggen, 9/5 Aero; **Subaru** WRX*; **Toyota** Celica GTS, Celica A1-Trac Turbo, MR2 SC, MR2 (90+ NA), MR Spyder, Supra NA (2nd Gen); **Volvo** S60 T5, C70; **VW** Corrado, 1.8t (+170hp)/VR6 (all)

F-Class: **Acura** Integra (non-VTEC), Integra GSR*, CL V6, TL, RSX*; **Audi** A4 1.8T (150hp), 1.8T (170hp)*, 2.8*; **BMW** 318, 5 Series 6cyl, Mini Cooper; **Cadillac** Catera; **Chevrolet** Cavalier Z24, Monte Carlo SS, S10 Extreme; **Dodge** Neon (all), Stratus RT; **Fiat** X1/9; **Ford** Escort ZX2 S/R, Thunderbird, Probe GT, Probe Turbo*; **Honda** CRX, Civic SOHC-VTEC, Civic DOHC-VTEC*, Accord V6, Prelude non-VTEC; **Hyundai** Tiburon; **Infiniti** I30; **Mercedes** C230*; **Mercury** Cougar; **Mazda** 6 4cyl, Miata 1.6*, MP3*, MX6 GT, Protege 2.0, RX7 13B, 626; **Mitsubishi** Eclipse (4cyl), Galant V6, Galant VR4*, Starion ES; **Nissan** Sentra SE-R, NX2000, 240z, 260z, 280z; **Pontiac**

Grand Am/Prix GT/SE, V6 Fiero, Camaro/TransAm-V6; **Porsche** 924 **Subaru** Impreza 2.5 RS*, SVX*; **Toyota MR2** (1st Gen NA), Celica GT/All-Trac, Solara v6, Matrix (180hp), Camry v6; **Volvo** S60; **VW** All 16v, All 1.8t (-150 hp), Corrado

G-Class: **Acura** 2.2 CL; **Austin** Mini Cooper S (older); **Chevrolet** Cavalier; **Chrysler** PT Cruiser; **Dodge/Plymouth** Cirrus/Stratus 4-cyl; **Ford** Focus, Focus ZTS/ZX3*, Escort GT/ZX2; **Geo** Storm GSI/Prizm; **Honda** Civic Non-Vtec*, Accord 4cyl; **Hyundai** Elantra; **Mazda** Protégé 1.6, 1.8, Protégé5*, RX7 12A; **Mitsubishi** Galant (4cyl), Lancer, Starion; **Nissan** 200sx, 240sx, G20, Altima 4-cyl, NX1600, Sentra; **Pontiac** Fiero 4cyl, Vibe; **Porsche** 911T ('67-73), 911 ('74-77); **Saturn** S-Series SOHC, DOHC*; **Subaru** XT, Impreza 2.0-2.2, Legacy; **Toyota** Matrix, Camry, Corolla; **Volvo** S40; **VW** 4-cylinder 8-valve (all)

H-Class: **Austin** Mini (older); **Chevrolet/Geo** Metro Storm; **Ford** Festiva, Escort LX*, Taurus GL; **Honda** HF Series, 92-95 Civic CX; **Hyundai** Accent; **Kia** Rio, Spectra, Sephia; **Mitsubishi** Mirage; **Porsche** 912, 914 (4 cyl.); **Toyota** Paseo; **VW** 1.9TDI (all)

I-Class: Small-bore race car class. Open-wheel and never-street legal cars.

J-Class: Big-bore race car class. Open-wheel and never-street legal cars.

* 5 points automatically assessed.

5.2 Upclassing System

Modifications and Point Assessments:

If your car accrues 15 or more points you will be bumped up in Class. There is no limit - a car with a high level of modifications might move up several Classes.

15 thru 29 points - Up ONE Class

30 thru 44 points - Up TWO Classes

45 thru 59 points - Up THREE Classes

60 thru 74 points - Up FOUR Classes

TIRES:

- 1) DOT-approved tires with tread wear 80 and below +5
- 2) Non-DOT approved tires +8
- 3) Plus or minus sizing tires +1
- 4) Wheels and tires extend beyond original bodywork +2

WEIGHT REDUCTION:

- 1) Replacement seat +1
- 2) Gutted interior Front/Rear +2/+2
- 3) Lightweight hood +1
- 4) Lightweight Fenders +1
- 5) Bumpers/Bumper supports +2
- 6) Lexan/Plexi glass +2

7) De-power steering +1

(Jack, spare tire, trunk carpeting, tools and any related hardware or coverings may be removed. Drivers side floormat and all loose objects must be removed from the car.)

ENGINE/DRIVETRAIN:

- 1) Engine swap Move car to donor's class or +7, whichever is greater
- 2) Increased displacement +5
- 3) Non-OEM forced induction +10
- 4) Air intake system +1
- 5) Cat-back exhaust +1
- 6) Aftermarket Header +2
- 7) Performance chip for Naturally Aspirated engine +1
- 8) Performance chip for Turbo engine +4 (cannot be selected with Performance Chip for NA engine)
- 9) Boost controller +4
- 10) Programmable electronics and fuel injection systems +2 NA +5 Turbo
- 11) Replacement pulleys +1
- 12) Other internal engine modifications +4
- 13) Changed OEM intercooler/downpipe +2
- 14) Changed OEM turbo +3
- 15) Ring and pinion change +2
- 16) Add limited slip +3
- 17) Change limited slip +2

SUSPENSION/BRAKES:

- 1) Performance shocks +1
- 2) Adjustable shocks +4 (Cannot be selected with Performance shocks)
- 3) Performance/Lowering Springs +2
- 4) Threaded Adjustable Spring Perches and springs +3 (Cannot be selected with Performance/Lowering Springs)
- 5) Full coilover suspension +9 (cannot be selected with other spring/shock combinations)
- 6) Changed/Added anti-sway bars +2
- 7) Camber plates/bolts/arms +2
- 8) Relocated suspension mount points +8
- 9) Performance brake pads +1
- 10) Big Brake Kit(includes calipers/rotors/pads) +3

6 Timing & scoring

In order to accrue points, NASA TT competitors must submit a completed NASA TT Classification Form to Registration. This document will serve as a vehicle log for that competitor for the season. If any changes are made to the vehicle that would affect the NASA TT Classification for that vehicle, the competitor must submit a new form to Registration. NASA TT Classification Forms are available at Registration or online at www.nasaproracing.com. NASA TT competitors will be scored on a basis of their fastest lap time for an event. An “event” is hereby defined as a single day of competition.

Therefore, a NASA weekend could comprise two events. NASA TT competitors will be timed in each run session they participate in and the fastest lap out of all sessions will be used as the basis for their score for the event. NASA TT competitors will accrue points only in their respective NASA TT class and only within the region sanctioning the NASA TT event they are competing in. NASA TT competitors will be allowed to drop their two lowest event scores to arrive at their total score for year-end awards. The total amount of events scored for year-end award purposes will be the total amount of events held in the region minus two. For example, if a region holds eighteen events (nine weekends) a competitor may only count scores for sixteen of those eighteen events. Please consult your Chapter Director for more information on which events in your region will qualify for NASA TT points.

Scoring shall be as follows:

1 st	10 points
2 nd	8 points
3 rd	6 points
4 th	4 points
5 th	2 points
6 th	1 point

7 On-Course Conduct

NASA TT competition will take place during NASA HPDE-4 sessions or in a separate NASA TT run group at the discretion of the Event Director. All regulations applicable to NASA HPDE as set out in the NASA CCR will apply to NASA TT competitors. All NASA TT competitors are expected to drive in a safe and controlled manner in compliance with the NASA CCR's, namely Sections 6 and 7. Any NASA TT competitor that places four wheels off course or spins in a session will lose any timed result for that session.

8 Car Appearance

8.1 Numbers and Class Designation

All NASA TT cars must display a three-digit number on both sides of the car. Numbers must be of a contrasting color to the car or otherwise clearly visible, 10-inches high with a 1.5-inch stroke. NASA TT cars must also display a class designation on both sides of the car in a four-inch height in contrasting color to the car. Class Designations shall be TT followed by the group number. For example, an A Group competitor would display "TTA" as a class designation.

8.2 General Car Appearance

All cars must comply with the car appearance rules specified at Section 11.4.1 of the NASA CCR.

9 Safety

All cars must meet the safety and car preparation standards specified at Section 11 of the NASA CCR. All convertibles must meet the rollbar specifications contained in the CCR for HPDE participation.