

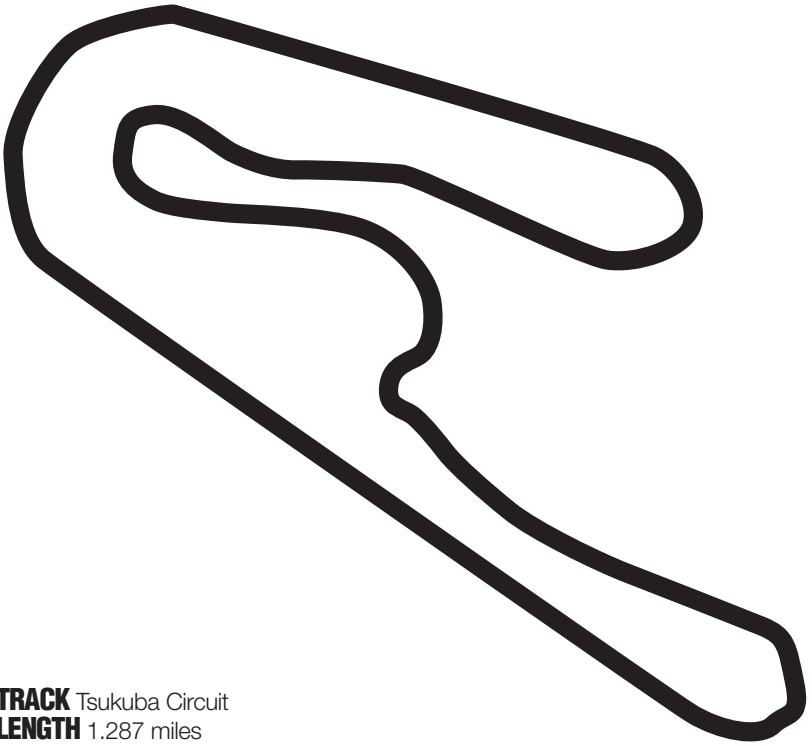
2010 SUPER LAP BATTLE

**THE OFFICIAL
RULEBOOK**

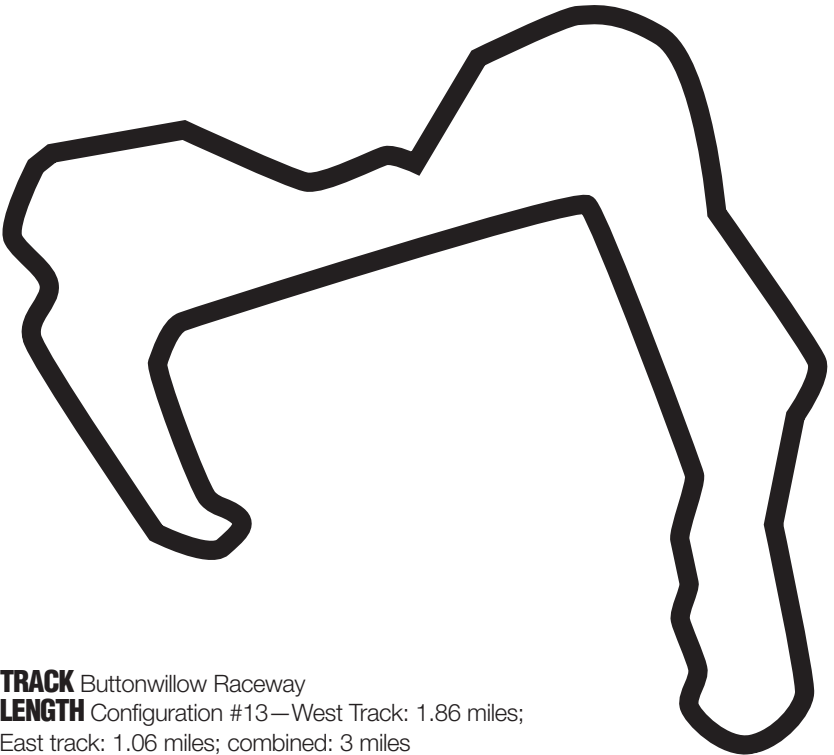


SUPERLAPBATTLE.COM

TRACK COMPARISON



TRACK Tsukuba Circuit
LENGTH 1.287 miles



TRACK Buttonwillow Raceway
LENGTH Configuration #13—West Track: 1.86 miles;
East track: 1.06 miles; combined: 3 miles



SUPER LAP BATTLE QUALIFYING ROUNDS

I. GENERAL INFORMATION

The Super Lap Battle qualifying rounds are a joint effort with NASA's Time Trial series. To qualify for our Super Lap Battle Final we will take the top nine fastest cars of each of the qualifying rounds that fit within the guidelines of our Super Lap Battle rules. NASA will handle all registrations, timing, tech inspections and on track activities for the qualifying rounds. We are looking for the best of the best and will be taking the fastest three cars that fall under our Unlimited Class rules, the fastest three cars that fall under our Limited Class rules and the three fastest cars that fall under our Street Class rules.

II. FORMAT

The qualifying rounds will fall into the existing format of NASA TT events. NASA uses a different classification system in their TT series so winners will be determined to be the nine fastest cars that fall into our Super Lap Battle classification system. Example: A Corvette Z06 sets the fastest time of the day and a Subaru STI gets the second fastest time. Because the Corvette uses a pushrod it is not allowed in our Super Lap Battle so the invite goes to the Subaru STI that meets the requirements of our Super Lap Battle rules. For information on NASA TT rules and classifications go to www.nasa-tt.com.

A) CLASSING/VEHICLE PREPARATION (QUALIFYING ROUNDS)

- Only cars running in the NASA TT run groups are eligible to qualify for our Super Lap Battle.
- NASA TT run group classification (TTA, TTB, TTC...) does not effect qualifying.
- Only cars running a DOT approved tire will be eligible for Super Lap Battle qualifying.
- Depending on the region transponders may **not** be available; it is your responsibility to make arrangements for transponder rental or purchase.

SUPER LAP BATTLE RULES

I. GENERAL INFORMATION

Vehicles will be broken into run groups based on class and lap times during the morning warm up session (groups will be adjusted during the event if necessary). The number of sessions and availability of track time depends on how many vehicles attend.

Each vehicle will be timed constantly on track via an automatic timing system. All sessions will count towards your official Super Lap Battle time. We are not doing an F1-style "superpole" where you have three laps to get it done because we're nicer than that.

II. FORMAT

A) CLASSING

Vehicles are broken into nine classes:

- Unlimited FF (front-engine, front drive)
- Unlimited FR/MR/RR (front-engine, rear drive. Includes mid-engine, rear drive and rear-engine, rear drive)
- Unlimited AWD (all-wheel drive)
- Limited FF
- Limited FR/MR/RR
- Limited AWD
- Street FF
- Street FR/MR/RR
- Street AWD

III. VEHICLE PREPARATION

All vehicles must comply with the following rules:

1. All vehicles must use tires that are legal for use on all public roadways in either the US, Japan, or European Union.
2. All vehicles must be issued a government mandated VIN # or Japanese/European equivalent.
3. Vehicles must be built from a model originally produced for legal street use.
4. Vehicles must have a silhouette that is largely faithful to the original.
5. Push rods are not allowed.
6. Engines transplants are allowed as long as they follow rule #5.
7. For Street and Limited class OEM seatbelts are allowed only for OEM seats, if you replace the OEM seats with a racing seat you must have either a 4 point roll bar with proper harness mounts or a harness bar with 4 mounting locations that is at least 1.5" in diameter with .065" side wall thickness.
8. All harness and seatbelts except OEM factory must have at a **minimum 5 points** (see section 11.4.8)
9. Fuel choice is open, the track may not have your fuel available so be sure to bring extra fuel.
10. The entire floor pan must be in place, except permitted safety items per the NASA CCR. No tube frame chassis allowed.
11. All cars must run all decals required by the organizers. This will include doorplate on each side of the car as well as a windshield banner on either the top or bottom of the windshield and any other locations as specified.

RULES & REGULATIONS

12. There will be a mandatory tech inspection the day of the event at 7AM. Failure to be ready for tech inspection by 7AM automatically forfeits your entry. Entrants must have all work completed on car and ready for tech. Do not show up without your car being 100% ready. Please do not show up without belts installed or padding on cages and state that you will be adding that (or other items) before you hit the track. No vehicles will be allowed to run if they have not been inspected.

A) STREET CLASS

1. Full interior must be retained with the exception of the items below:
 - a) OEM seats can be changed out for approved racing seats.
 - b) Factory panels may be cut to allow for safety items (roll bar, harnesses etc...).
 - c) Rear seats may be removed.
 - d) Exceptions may be allowed but must be signed off from a NASA tech inspector and Super Lap Battle event official.
 - e) All cars must retain the heater core but AC may be removed. .
2. Tires must have a minimum **UTQG rating of 80**.
3. NASA is managing vehicle inspection, timing, and scoring. Your vehicle(s) must meet the basic requirements for street vehicles (HPDE) as stated in Section 11 of the NASA CCR, found at: <http://www.nasaproracing.com/rules/ccr.pdf>. Ensure your vehicle will pass inspection. Contact us if you have any questions. If you arrive and your vehicle is deemed unsafe, it won't run.

B) LIMITED CLASS

1. Limited Class vehicles must have legal registration in their country of origin.
2. Windows must retain the factory glass.
3. Tires must have a minimum **UTQG rating of 80**.
4. NASA is managing vehicle inspection, timing, and scoring. Your vehicle(s) must meet the basic requirements for street vehicles (HPDE) as stated in Section 11 of the NASA CCR, found at: <http://www.nasaproracing.com/rules/ccr.pdf>. Ensure your vehicle will pass inspection. Contact us if you have any questions. If you arrive and your vehicle is deemed unsafe, it won't run.

C) UNLIMITED CLASS

Unlimited vehicles are bound to the following rules:

1. Tires must meet standards per section III however, **no minimum UTQG rating required**.

In addition to Section 11 of NASA's CCR, Unlimited Class vehicles are required to pass a mandatory safety inspection. If the NASA officials do not feel your car is safe to race you will not be allowed to compete. For guidance please refer to the safety regulations for race vehicles as described in Section 15.0 through 15.16.18 of the NASA CCR found at: <http://www.nasaproracing.com/rules/ccr.pdf>. This means proper fire-retardant driver's attire, onboard fire extinguisher or fire system, minimum of legal 6-point cage, 5- or 6-point driver's restraint, etc. It is up to you to make sure your vehicle complies. If you have any questions, please ask.

THIS SECTION IS TAKEN FROM NASA'S CCR

Found on <http://www.nasaproracing.com/rules/ccr.pdf> for use in Super Lap Battle events. There are different safety requirements for the Limited and Unlimited Super Lap Battle Classes. The required items and their specifications are listed below. As well, equipment used that is either recommended or not required must also comply with all of the following rules. Safety rules may change without notice so always check with NASA for the latest updates. There are omissions and revisions of the NASA CCR in this section for the purposes of use in the Super Lap Battle events. Please see the official CCR for information on NASA competition racing rules.

OFFICIAL NOTICE OF DISCLAIMER

NASA makes an effort to provide participants with a relatively safe environment for everyone involved. Despite strict rule enforcement and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own. These rules do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact the National Auto Sport Association (NASA) office before entering an event facility.

SAFETY HAZARDS

It is the responsibility of each participant to inspect all aspects related to the facility, rules, regulations, and/or instructions pertaining to the event (whether written or verbally stated). The participant is required to notify a NASA Official, without delay, of anything that appears to be a potential safety hazard. Failure to comply with this rule will be cause for permanent ejection from all NASA sanctioned activities, nationwide. Additionally, everyone involved should consider that no activity, facility, or system is 100% perfectly safe, despite all best efforts. Therefore, each participant is hereby notified that grave and unforeseen danger may exist in any activity, at any event, automotive related or otherwise.

PURPOSE

For the purposes of maximizing participant safety, every car must pass a technical inspection. A full and complete safety inspection will be performed on each car for each event. A Technical Inspection Form should be filled out for each car entered.

Forms for cars in limited Super Lap Battle classes may be downloaded here http://www.nasaproracing.com/images/rules-forms/form_hpde_tech.pdf.

Forms for cars in Unlimited Super Lap Battle classes may be downloaded here http://www.nasaproracing.com/images/rules-forms/form_race_tech.pdf. Additionally, all drivers (and passengers) must have the proper personal safety items listed in this booklet that meet or exceed those specifications. Examine the Technical Inspection Form and make sure that the car meets or exceeds the minimum requirements. Every effort should be made to have a safe and reliable car.

TECHNICAL REQUIREMENTS

11.3 REQUIRED SAFETY EQUIPMENT – ALL S.L.B. DRIVERS

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:

1. Use a proper fitting helmet that meets Snell 2000 (SA2000; M1990) or newer (or equivalent) standards for cars or motorcycles.
2. The driver and any passenger must utilize the restraints or harnesses required for their class at all times while on the track. (See 11.4.8 below).
3. Non-synthetic fabric clothing (i.e. cotton). At least footwear, a T-shirt and long pants must be worn. Individual track requirements may be different.
4. No open toe shoes, shorts, or tank tops may be worn in the car while on track.
5. Drivers should wear eye protection such as goggles, safety glasses or face shields preferably made of new impact resistant materials.
6. It is recommended that any corrective eyeglass material used be made of safety glass type that meets U.S. Government standards.

11.4 AUTOMOBILE TECHNICAL REGULATIONS

Every automobile entered in any NASA sanctioned Super Lap Battle event should meet or exceed these requirements. NASA makes a strong effort to offer every member an affordable way to participate in HPDE and Super Lap Battle events. NASA is aware of the costs involved in maintaining a vehicle up to standards, and strives to keep the most reasonable standards in order to keep costs to a minimum. However, there are some things that can make the event more dangerous for everyone involved. These are the things that NASA cannot afford to be flexible about. The NASA inspectors will be glad to work with any member in order to help bring their car into compliance with the safety standards. Things that are not major safety related items might warrant a one-time waiver when prudent to do so. Any changes made to material items that may affect safety may fall under scrutiny, and may result in disallowance of entry. For example a simple "gutting" of a door without the proper additional protection as specified in the competition section of the NASA CCR may warrant disallowance of entry. Car owners are encouraged to contact the NASA office before making any modifications from the stock configuration that could be considered as safety issues.

11. 4.1 APPEARANCE

All entered vehicles must be in good condition and appearance. Vehicles with excessive body damage, primed body panels, etc., are not allowed. The vehicle must meet the "50/50" rule, which means they must look undamaged and straight at fifty (50) mph from fifty (50) feet.

11. 4.2 WHEELS

The general condition of the tire and rim assembly must be good. There should be no cracks or other damage to the wheel. There should not be cords exposed, bubbles, or other visible damage on the tire. All lug nuts must be present and tightly hold the tire and rim assembly to the car's hub. No hubcaps or beauty rings are allowed. Imitation "knock-offs" must be removed.

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11. 4.3 STEERING AND SUSPENSION

The steering mechanism and the suspension of the car should be checked for its general condition. The front and rear wheel bearings should be tight and play-free. There should be very little or no play in the suspension of the car and in the steering mechanism.

11. 4.4 ENGINE BAY

There should be no fluid leaks from the engine. A radiator overflow of at least one-liter capacity should be used. Oil breathers or vents shall return the oil to the engine or shall terminate in a catch tank of at least one-liter. All hoses carrying fluids should be in good condition with no cracks or other damage.

11. 4.5 BRAKES

The brakes should be in good working condition and must be able to stop the vehicle in a reasonable distance in a safe and controlled manner. The pedal pressure should be adequate. The fluid level must be above the minimum limit as specified by the manufacturer. The brake lines must be in good condition.

11. 4.6 HAND OPERATED CONTROLS

All cars with hand-operated controls (i.e. for disabled) will be subject to close scrutiny for safety reasons. Controls that were made to operate the gas and brakes may be adequate for street applications; however they may be poorly designed for racing or high performance driving. The Chief Scrutineer should make a determination, and employ and consult with NASA's engineering or technical staff, if necessary, in order to ascertain confirmation of an adequate design.

11. 4.7 ROLL BARS (REQUIRED FOR UNLIMITED CLASSES AND CONVERTIBLES, RECOMMENDED FOR ALL VEHICLES)

All vehicles competing in an Unlimited Super Lap Battle class and all open cars require an installed roll bar to help protect the occupant(s) from injury during a roll-over. The roll bar should be able to withstand the compressional forces involved in supporting the full weight of the car. The roll bar's main hoop should extend the full width of the car (except certain cars that have been approved by NASA). The main hoop shall be one continuous piece with smooth bends and no evidence of crimping or wall failure shall be present (i.e. should be Mandrel bends). All welds should be of the highest possible quality, with full penetration [Ref:(15.6.15)]. All cars with roll bars are required to have adequate roll bar padding per CCR section #15.6.4. In cases where the driver's head may come in contact with the roll bar should the seatback fail, a seatback brace is required in conformance with section #15.6.22. The material and minimums are as follows: (All cars with full roll cages should conform to the applicable sections found in section #15.0.)

Vehicle weight DOM or ERW

Under 2000 lbs. 1.50" x .120"

2001 - 3500 lbs. 1.75" x .120"

Over 3500 lbs. 2.00" x .120"

Vehicle weight Alloy (CM)

Under 1500 lbs. 1.375" x .095"

1501 - 2500 lbs. 1.625" x .095"

Over 2500 lbs. 2.000" x .095"

11. 4.8 SEATBELTS AND HARNESES

The seatbelts should be in good condition. No damage may be present on the seatbelts and they must be the factory configuration*. Any harness or any restraint system, other than factory stock**, shall conform to section 15.5 on seatbelts, in all respects except for the expiration regulations. Harnesses that are expired for racing may be used providing that they are in at least very good condition. The use of a lap belt without any shoulder restraint is not permitted. Passenger seatbelts must meet the same requirements as the driver seatbelts if being used by a passenger. *All Super Lap Battle Unlimited Class vehicles must use 5,6, or 7 point race harnesses in place of OEM seatbelts. **Aftermarket DOT certified belt sets, installed to the manufacture's specifications may be allowed. Proof of DOT certification and proper installation is the driver's responsibility.

11. 4.9 BATTERY

The battery shall be securely fastened to the car. No Bungee cords or rubber cords may be used to function as the sole hold down mechanism. An electrically non-conductive material must cover the positive battery terminal. Any battery located inside the driver's compartment should be fully covered and firmly secured to the chassis (or tub) in a marine type battery case.

11. 4.10 GAS CAPS

All vehicles should utilize gasoline caps such that the gasoline will not spill out of the fuel tank under hard driving. Monza type caps are not permitted. (Decorative Monza style covers for regular gas caps are permitted).

11. 4.11 EXPOSED WIRES

There should be no exposed wires inside the driver's compartment such as to interfere with the safe operation of the vehicle. No live (hot) wires may be exposed anywhere in the vehicle.

11. 4.12 SEATS

All Unlimited Class Super Lap Battle vehicles must use an approved racing seat in place of the OEM seats (see 15.16.1). All seats must be securely fastened to the structure of the car such that they are strong enough to withstand a major impact. If replaced, the replacement seat should be installed according to the manufacturer's instructions. Large fender washers and solid fabricated mounts are recommended. Seats made primarily of plastic, PVC, ABS, or other similar polymers are strictly prohibited. If stock seats are to be used with a roll bar/cage, care should be taken to prevent the seat from submarining under the rollbar. Care should also be taken to prevent the occupant from hitting his/her head on the roll bar/cage. Passenger seats must meet the same requirements as the driver seat, if used by passengers.

11. 4.13 LOOSE OBJECTS

All loose objects in car and trunk should be removed. Floor mats, dash mats, spare tire, jack, tools, etc. must be removed.

11. 4.14 LIGHTS COVERED

It is recommended, not required, that all exposed lights be covered with tape, except brake lights.

RULES & REGULATIONS

11. 4.15 CAR NUMBERS/SPONSOR DECALS

The vehicle should exhibit its assigned car number on both sides of the car. 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.

11. 4.16 REARVIEW MIRRORS

The vehicle must have at least one rear view mirror affixed such as to provide the driver with good visibility to the rear.

11. 4.17 CAMERA MOUNTS

Video camera mounts should be approved by tech before entering the course at every event. Cameras should use at least one (1) bolt to attach the camera to the mount; and at least one strap should be used to secure the camera.

11. 4.18 HOSES INSIDE COCKPIT

All hoses carrying any liquids or any gases that go through the cockpit should be metal or steel braided. Any hoses that carry cold water, such as washer fluid, cool suit, etc. are exempt from this rule. Rubberized or rubber-coated steel braided hoses are acceptable.

11. 4.19 LIGHTS

There should be at least two (2) working red brake lights visible from 300 feet to the rear.

11. 4.20 TOW EYES

It is **STRONGLY** recommended that all vehicles have at least two (2) easily accessible (and usable) tow eyes; one (1) in front and one (1) in back. They must not protrude dangerously from the car, and they must be accessible without manipulation of the bodywork and/or panels. They should be strong enough to support the weight of the car.

If no tow eyes are available, the towing crew will hook onto other things that may cause damage to the driver's car. The towing crew will not be held liable for that damage. Again, tow eyes are **STRONGLY** recommended. The tow crew will attempt to avoid damaging the participant's vehicle. However, should damage occur in the course of towing, or preparing to tow, Primedia and/ or the tow crew will not be held responsible for any damages.

11. 4.21 MUFFLERS: SOUND LIMIT

There may be a specified noise limit for each event. For the purposes of this section the term "Black Flag" refers to either a standard Black Flag, or a Mechanical Black Flag. A vehicle measured to be over the sound limit will be Black Flagged. The Black Flagged driver must pit immediately. Failure to pit immediately when given the Black Flag for a sound violation will carry extremely severe penalties, typically a fine of \$500. The vehicle will not be allowed on the racetrack until significant changes are made to make the vehicle quieter.

The following rules apply to all events unless otherwise specified: [A car Black Flagged for excessive noise two (2) times during the same event shall be excluded from the event. No car shall be re-included unless specifically permitted by the Event Director. A bonafide mechanical failure of the muffler/exhaust system will not be held against the driver; however, it must be satisfactorily fixed before further on track participation is allowed.]

15.0 REQUIRED SAFETY EQUIPMENT—ADDITIONAL

Disclaimer: These regulations must be strictly followed. 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 immediately.

15.1 FIRE EXTINGUISHER (REQUIRED FOR UNLIMITED S.L.B. CLASSES, AND RECOMMENDED FOR LIMITED CLASSES)

All cars without a fire system should have at least a fire extinguisher securely mounted inside within driver's reach while normally seated, belts fastened and steering wheel in place. The bracket should be metal and of the quick release type. The mounting hardware should be nuts and bolt and not just sheet metal screws. Fire bottles made of plastic or aerosol-type cans are prohibited.

The following chemicals are allowed:

Halon 1301 or 1211, two (2) pounds minimum; ABC dry chem., two (2) pound minimum; 10BC potassium bicarbonate (Purple K) or sodium bicarbonate; or 1A10BC multipurpose, ammonium phosphate and barium sulfate or Monnex. All fire bottles should have a gauge indicating their charge status. Any bottle without a gauge should be weighed to determine content. Once a bottle has been even slightly discharged it should be replaced or refilled.

15.2 FIRE SYSTEM

It is highly recommended that a fire system be installed. An on-board system uses lines routed through the car with a single actuator to engage in case of emergency. An on-board system shall use Halon 1301 or 1211, five (5) pound minimum, with a minimum of two (2) nozzles (one (1) in the cockpit and one (1) in the engine bay) with manual or auto release. Systems may also use AFFF material (i.e. SPA Lite, ZERO 2000, Coldfire 302) 2.25 liter minimum. If such a system is used, the appropriate atomizing nozzles shall be used. All AFFF internally pressurized system bottles shall use a working pressure gauge. All AFFF bottles shall be marked with the recommended "filled weight." All system cylinders should be securely mounted. On-board systems may also use CEA614 provided that the lines and nozzles are replaced as per the manufacturer's (3M) instructions.

15.3 FIRE EXTINGUISHER / SYSTEM REQUIRED DECAL (REQUIRED FOR UNLIMITED S.L.B. CLASSES)

All cars must display one (1) "E" decal on the outside of the vehicle identifying the location of the fire extinguisher. The decal should be placed closest to the entry point of the vehicle where the fire extinguisher is most accessible from the outside. This decal indicates to someone assisting the driver where the easiest access point is located. Car builders should give careful consideration to this item. On vehicles with fire systems, one (1) decal is required at the release button, as well as and one (1) on the outside of the vehicle.

15.4 FUEL CELL / TANK

A fuel cell is not required. It is recommended for all NASA classes, unless specifically listed otherwise. All cars having a fuel cell MUST comply with the rules in this section, even if a fuel cell is not required. [Note: There are good fuel cells and bad ones; and it may be better to have a stock gas tank than a bad fuel cell.]

- There must be a solid metal bulkhead completely separating the fuel tank, fuel cell, filler neck hoses, and/or vent lines, from the driver compartment.
- Good quality fuel cells contain a bladder constructed of Nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer and are FIA FT-3 (or higher) rated.
- The cell should be in a container made of at least 0.036-inch steel, 0.059-inch aluminum, or 0.125-inch Marlex, fully surrounding the bladder.
- Foam internal baffling is required, as per FIA FT3-1999 (or higher).
- The filler cap, line, vents hoses, etc. should be designed so that no fuel will escape if the car is partially or totally inverted.
- There should be a small drain hole in the outside box to purge fuel trapped between the bladder and the box.
- Filler necks should not be mounted through a window panel (exceptions may be made at the discretion of the Chief Scrutineer).
- The cell / bladder and components should be installed, maintained, and replaced per the manufacturer's instructions.

15.4.1 INSTALLATION

Fuel cells shall be located within twelve (12) inches of the original tank. This measurement is taken from the perimeter edge of the original tank to the perimeter edge of the fuel cell. Additional reinforcements may be added to aid in the installation of the cell, but they shall not attach to the roll cage. Floor structure may be modified to aid in the installation of the cell. Steel location strapping is strongly recommended to keep the fuel cell from dislocating in a crash. Installing a fuel cell that hangs significantly close to the ground or is mounted closest to the rear of the vehicle, even if the installation meets with these rules, may be deemed unsafe and therefore excluded from competition.

[Notes: There are some car builders that believe that installing a fuel cell in the aforementioned manner is advantageous to the handling of the vehicle. While this publication is not intended to cause debate, NASA encourages each car owner to choose an installer very wisely. A burning fuel cell is not easily extinguished in a short period of time, and therefore any claimed advantages in handling as justification for an installation configuration or location, should be questioned.]

15.4.2 ROTARY-MOLDED CELLS

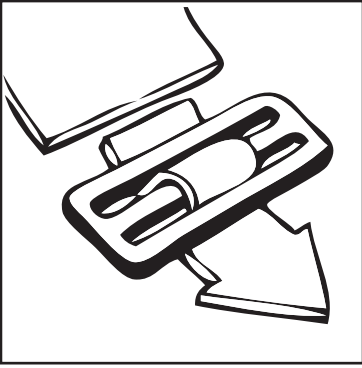
Rotary-molded cells are not allowed unless the bladder meets the current FIA FT3 specifications and carries the current FIA FT3 standard certification mark, label, or stamp. Most or all JAZ and RCI brand cells are examples of rotary-molded cells that do not carry such ratings. [Notes: A good fuel cell is made by companies such as ATL or Fuel Safe (other than their entry level models), and should cost \$550 or more. Beware of inexpensive "SCCA APPROVED" cells. While SCCA is a fine organization, the stamp of approval found on some safety items may pertain to other forms of racing, and may not be consistent with these rules. Consult an expert before purchase.]

15.5 DRIVER RESTRAINT SYSTEM (REQUIRED FOR UNLIMITED S.L.B. CLASSES, AND RECOMMENDED FOR LIMITED CLASSES)

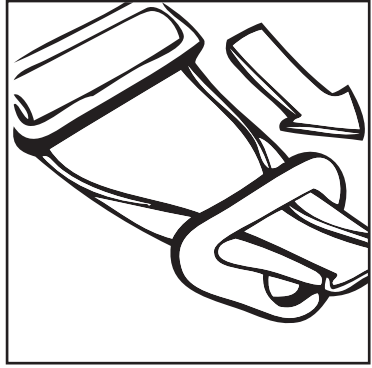
(See diagram at end of section)

1. All vehicles must have a five (5), six (6), or seven (7) point seat belt system. Arm restraints are required in open cars and cars with: Open T-tops, Open Targa tops, missing moon/sun roofs, or glass moon/sun roofs.
2. A five (5) point system consists of a three (3) inch lap belt, two (2) or three (3) inch shoulder belts, and a two (2) inch anti-submarine strap.
3. A six (6) point system is recommended for cars where the driver is seated in an upright (to 30 degrees) or a semi-reclining position. It consists of two (2) antisubmarine belts in addition to lap and shoulder belts. Note: Current FIA Approved belt sets with 2" lap belts are acceptable with the six (6) point system.
4. A seven (7) point system is recommended for seats with more than thirty (30) degrees of incline. Note: Current FIA Approved belt sets with 2" lap belts are acceptable with the seven (7) point system.
5. The material of all straps should be Nylon or polyester, and in new or perfect condition. The buckles should be metal quick release. There should be a common release for all belts. [Note: Certain Momo brand belts were recalled by the manufacturer. These are NOT suitable for competition.]
6. The shoulder harness shall be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of no more than twenty (20) forty (40) degrees with the horizontal.
7. The seat, seat holes, and attachments to the seat are not permissible "harness guides" for compliance with the angle requirement. Only specific harness guide bars, or parts of the chassis or the cage are allow to be used for this purpose. The guide bar, if used, should not present a sharp edge to the belt. It should provide as much area of support as possible to distribute the load.
8. Only separate shoulder straps are permitted. "H" type belts are allowed. "Y" type belts are not allowed. Each should strap must have an independent mounting point.
9. All mounting hardware should be SAE grade five (5) or better. Large diameter mounting washers should be used to spread the load. Bolting through floor panels etc. is not acceptable without required washers.
10. All belts should meet at least one of the following:
 - A) SFI Specification 16.1 or 16.5 (for use with HANS only) and shall bear a dated label of no more than two (2) years old. At least one date label is required on belt sets.
 - B) A restraint systems meeting FIA spec #8853/1985, 8853/98, or D-###.T/98, including amendment 1/92 may be used. FIA certified belts have a label that shows an expiration date. The belts cannot be used past December 31st of the year shown on the label. At least one date label is required on belt sets.
11. All drivers should take care to ensure that their belts are properly worn, adjusted, and latched. "Cam-lock" type belts can be subject to inadvertent release, should the driver fail to ensure that they are properly latched.
12. Any driver involved in a high impact crash shall send all of their safety belts back to the manufacturer for inspection, re-webbing if necessary, and re-certification before they may be used again in competition. Proof of re-certification is the driver's responsibility.
13. All belts should be threaded to the manufacturer's instructions. An example of one type of threading instruction set is below.

RULES & REGULATIONS



STEP 1: Insert strap through tightening buckle



STEP 2: Pull strap to 8" – 10" beyond buckle, fold edges and insert into mounting bracket



STEP 3: Fold back strap and re-insert through buckle as shown



STEP 4: Fold back strap again and insert through bottom portion of buckle

15.6 ROLL CAGE (FULL ROLL CAGE IS RECOMMENDED BUT NOT REQUIRED FOR SUPER LAP BATTLE)

(See diagram at end of section)

15.6.1 PURPOSE

The basic purpose of the roll cage is to protect the occupant in case of a rollover or a collision. It must be able to withstand the weight of the car landing on the roof. These rules apply to all classes, unless otherwise superseded by the class rules. Vehicles homologated by, or built to the specifications of, SCCA, IMSA, and Grand AM must conform to these rules, or may conform to their respective current class rules for roll cage requirements. It is the responsibility of the driver to have these (non-NASA) rules in his/her possession.

15.6.2 INTENT

Chassis stiffening is a side benefit of a good roll cage system, but it is not the intent of these rules. Parts of the cage deemed by the Chief Scrutineer, to serve no practical purpose other than chassis stiffening may be considered in violation of the intent of these rules (Note: Some class rules allow for chassis stiffening.). The Chief Scrutineer may order the removal of said parts, or require that the vehicle owner redesign, reconstruct, and re-certify the roll cage if warranted. The removal or redesign of the cage, whole or in part, to comply with these rules, does not imply that penalties will not be issued for violating the intent of these rules.

15.6.3 INSTALLATION

The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.

15.6.4 PADDING (REQUIRED FOR UNLIMITED S.L.B. CLASSES)

All roll cage surfaces that may come in contact with the driver shall be padded with highdensity padding such as Ethafoam or Ensolite. It is recommended that padding meeting SFI specification 45.1 be used.

15.6.5 BENDS (REQUIRED FOR UNLIMITED S.L.B. CLASSES)

None of the tubing may show any signs of crimping or wall failure. All bends must be Mandrel type. The center radius of the bends may not be less than three (3) times the outside diameter of the roll cage tubing.

15.6.6 MAIN HOOP (REQUIRED FOR UNLIMITED S.L.B. CLASSES)

The main roll cage hoop shall be as wide as the full width of the interior and must be as close to the roof as possible without violating CCR section #15.6.2 Inspection. One continuous length of roll bar tubing shall be used as the main hoop. The main hoop must consist of not more than four (4) bends maximum, totaling one hundred eighty (180) degrees +/- ten (10) degrees.

15.6.7 DIAGONAL BRACE (REQUIRED FOR UNLIMITED S.L.B. CLASSES)

At least one (1) diagonal brace shall be used in the same plane as the main hoop. One end of the diagonal brace shall attach to the corner, or horizontal part, of the main hoop above the driver's head, within twelve (12) inches of the driver's-side corner. The other end of the diagonal brace shall attach to the mounting plate (or to the main hoop as close to the mounting plate as practically possible) diagonally opposed to the driver's head (passenger floor).

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15.6.8 FORWARD HOOPS (OPTION 1) (NOT REQUIRED FOR S.L.B. BUT MUST COMPLY WITH RULES IF PRESENT)

The forward hoops shall extend from the main hoop (in a forward direction) to the floor by following the roof and the “A” pillar of the car. There shall be a bar connecting the two (2) forward hoops at the top of the windshield mounted as close to the roof as possible without violating CCR Section #15.6.20 Inspection. The forward hoops shall incorporate no more than four bends each. Optionally a “15.6.9 Halo Hoop (Option 2)” or “15.6.10 Front Hoop (Option 3)” construction may also be acceptable.

15.6.9 HALO HOOP (OPTION 2) (NOT REQUIRED FOR S.L.B. BUT MUST COMPLY WITH RULES IF PRESENT)

A “halo bar” extends from the main hoop (in a forward direction) following the roof line to the windshield then following along the top of the windshield, then following the roof line back to the main hoop, thus creating a “halo” over the driver’s head. A “halo” bar shall be constructed of one continuous piece of tubing. One (1) down tube following the “A” pillar must support the “halo” on each side of the car. The down tubes shall incorporate no more than two (2) bends each.

15.6.10 FRONT HOOP (OPTION 3) (NOT REQUIRED FOR S.L.B. BUT MUST COMPLY WITH RULES IF PRESENT)

A “front hoop” is a bar that extends up from the floor, then follows the “A” pillar up to the roof, then follows the roof line across the top of the windshield, then back down the other “A” pillar, and then terminates on the floor. There must be one (1) horizontal bar (following the roof line) connecting the main hoop and the forward hoop on each side of the car. The front hoop shall incorporate no more than four (4) bends.

15.6.11 REAR BRACES (REQUIRED FOR UNLIMITED S.L.B. CLASSES)

The main hoop must have two (2) braces extending to the rear. The braces shall be attached as near as possible to the top of the main hoop, and no more than six (6) inches below the top. The braces must not contain any bends. There must be at least 30 degrees between the plane of the main hoop and the plane of the rear braces.

The main hoop rear braces shall be installed to form no more than a one hundred five (105) degree angle or no less than a seventy-five (75) degree angle with the main hoop when viewed from the top. The main hoop braces may be mounted at the rear shock mounts or suspension pickup points (providing that the braces remain in compliance with all other sections of the CCR). They may go through any rear bulkheads provided the bulkhead is sealed around the cage braces.

15.6.11.A REAR BRACES - EXCEPTIONS (NOT REQUIRED FOR S.L.B. BUT MUST COMPLY WITH RULES IF PRESENT)

On cars where the rear window/bulkhead prohibits the installation of rear braces (Porsche 914, Pontiac Fiero, etc.) the main hoop must be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting location. There must also be a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point (“Petty bar”). Some cars built for racing in other recognized sanctioning bodies may be granted a waiver of this rule, however they must show proof of compliance with the current published rules for their class.

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15.6.12 DOOR BARS / SIDE IMPACT PROTECTION (NOT REQUIRED FOR S.L.B. BUT MUST COMPLY WITH RULES IF PRESENT)

At least one (1) door bar on driver side and one (1) on the passenger side must be used. The driver's door window glass, window operating mechanism, armrest, map pockets, door panel, and inside door latch may be removed providing that is for the sole purpose of installing "NASCAR" style door bars.* The stock side impact beam, if equipped, and the outside door latch/lock mechanism shall not be removed or modified.

*This gutting of the door is only permitted on driver's door and, if undertaken, the roll cage must incorporate at least two (2) NASCAR style door bars that extend into the door. Certain class rules may supersede this rule. "NASCAR Style" means to NASCAR specification in regard to configuration. For example, the two required bars should be parallel with respect to each other, and contain the appropriate vertical support tubes. See NASCAR rules for more information.

15.6.13 MOUNTING POINTS

The roll cage shall be mounted to the floor of the car in six, seven, or eight points. (A full 6-8 point roll cage is not required for Super Lap Battle) The seventh and eighth points must attach to the firewall or front fender wells. All cage attachment points must be mounted to plates. Each required cage bar shall terminate on a plate with a 360 degree weld to the mounting plate, except as specified in Section 15.6.14.B. There shall be only one (1) mounting "point" per plate. This point is defined as where the "required tube" mounts. All additional tubes mounted to that plate must be mounted as close to the required tube as possible [Ref: (15.6.14.B)].

15.6.14 MOUNTING PLATES

Each mounting plate shall be no greater than 100 square inches and no greater than 12 inches or less than 2 inches on a side. Welded mounting plates shall be at least 0.080-inch thick. Plates may extend onto vertical sections of the structure. Any mounting plate may be multi-angled, but shall not exceed 100 square inches total including vertical sections. Each mounting plate should have an area of not less than nine (9) square inches.

15.6.14.A MOUNTING PLATES – BOLT-IN CAGE

The attaching points of a bolt-in cage to the body must use reinforcing plates to sandwich the body. At least three (3) bolts are required for each bolt-in plate and the plate must be at least 3/16 inch thick. All hardware must be SAE Grade 5 or better with 5/16" diameter minimum. All nuts must be held securely by a locking system such as safety wire, lock washer, Ny-lox, or jam-nuts.

15.6.14.B TUBE / MOUNTING PLATE SPECIFICATIONS

Any number of tubes may attach to a plate so long as they are touching each other at the plate. There may be a small gap between tubes to allow welding 360 degrees around each tube. If there is no gap between the tubes, they must be welded around the base as much as possible to form a single figure-eight weld, AND the tubes must be welded to each other two (2) inches up from the base plate.

15.6.15 WELDS

All welding must be of the highest quality with full penetration and shall conform to the American Welding Society D1.1, 1994 Edition, Structural Welding Code, Chapter 10, or equivalent Tubular Structures and Standards for the material used. Arc welding should be used whenever possible. It is strongly recommended that the welder inspect all welds using Magnaflux™, x-ray, or other effective methods. All tubes must be welded 360-degrees around the circumference of the tube.

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15.6.16 TUBE STRUCTURE DESIGN / BODY

Tubes may touch the body in any place (not to violate CCR section #15.6.2 Inspection), but shall not be attached anywhere except as permitted by CCR Section #15.6.11.A Rear Braces - Exceptions. No deformation of the interior body panels is permitted, except that the horizontal part of the sheet metal between the main hoop and the top of the "A" pillar (next to the driver's and/or passenger's head), may be pushed in to accommodate the roll cage. The intent of this allowed deformation is strictly to allow for more headroom for the driver and/or passenger.

15.6.17 ADDITIONAL REINFORCEMENT

Any number of additional reinforcing bars are permitted within the structure of the cage provided that they are installed strictly for safety and do not violate CCR Section #15.6.2 Intent. This rule does not permit reinforcements in classes with spec cages. All required bars must be made of the same material and meet with at least the minimum specifications for size and thickness.

15.6.18 ROLL CAGE TUBING SIZES

For the purposes of determining roll bar tubing sizes, vehicle weight is as raced, but without fuel and driver. Note: There is an allowance of minus 0.010 inches on all tubing thicknesses. Minimum tubing size for the roll cage is:

Up to 1500 lbs.

1.375" x 0.095" Chrome-moly / Seamless mild steel (DOM)

1501 - 2500 lbs.

1.500" x 0.095" Chrome-moly / Seamless mild steel (DOM)

1.500" x 0.120" ERW* (No issuance of log books for cars with ERW cages 04/30/03)

**Note- Specifications listed for reference for inspection of grandfathered vehicles.*

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2501 - 3000 lbs.

1.500" x 0.120" Chrome-moly / Seamless mild steel (DOM)

1.750" x 0.095" Chrome-moly / Seamless mild steel (DOM)

1.750" x 0.120" ERW* (No issuance of log books for cars with ERW cages 04/30/03)

**Note- Specifications listed for reference for inspection of grandfathered vehicles.*

3001 - 4000 lbs.

1.750" x .120" Chrome-moly / Seamless mild steel (DOM)

No ERW allowed.

Over 4000 lbs.

2.000" x 0.120" Chrome-moly/Seamless mild steel (DOM)

No ERW allowed.

15.6.19 BENDING ALLOWANCES

If the maximum number of bends is exceeded all components shall be made from the tubing size listed for the next heavier category and must be approved by a NASA race tech station or scrutineer.

15.6.20 INSPECTION

A 3/16-inch inspection hole must be drilled in each of the required bars in a non-critical area for the purpose of determining wall thickness. All welds, except those mounted to plates on the floor, must be accessible for inspection (360 degrees).

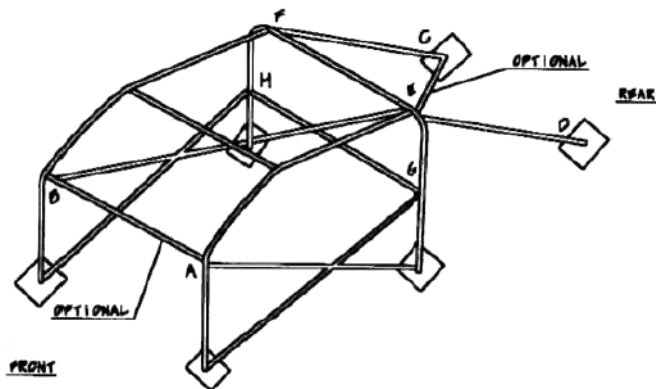
RULES & REGULATIONS

15.6.21 HEAD RESTRAINT

A head restraint must be used to help prevent whiplash (OEM seat head restraint is legal for Limited Super Lap Battle classes, and standard racing seat with head restraint is legal for Unlimited Super Lap Battle classes). The head restraint shall have a minimum area of thirty-six (36) square inches and be padded with a non-resilient material such as Ethafoam or Ensolite with a minimum thickness of one (1) inch. It is recommended that padding meeting SFI specification 45.145.2 be used.

15.6.22 SEAT BACK SUPPORT

A seatback support, if required as above in 11.4.7, must be made to hold the seat from going back in the event of a crash. A plate should be used to distribute the load. No bolts, corners, or sharp objects should be placed in such a manner that could lead to a possible puncture of the driver in a high impact crash. Proper design and installation is crucial to safety and it is recommended that the driver employ the services of a professional race car builder for this, as well as all other vehicle safety items. An exception may be made for those seats homologated to, and mounted in accordance, with FIA 8855-1999 standards. Those seats that qualify for the aforementioned exception must conform to the entire FIA 8855-1999 set of regulations. This includes a mandatory seat replacement of any seat more than five (5) years old. Please reference the FIA regulations. <http://www.fia.com/>



15.8 MASTER SWITCH

An electrical master switch is recommended on all cars. It shall be mounted so that it is easily accessible from the outside. The switch shall cut all power except to the on-board fire system and any other life support / medical device. The switch location must be clearly marked. Any marked switch must function as per this rule, or the indication decal must be removed.

15.10 WINDOW NETS (NOT REQUIRED IN S.L.B.)

Window nets shall be used on the driver's side window. The net shall be installed with a quick release mechanism at the top front mount so as to allow the window net to fall toward the floor of the vehicle when released. Fasteners must be metal and must be attached to the roll cage, and not the door or body. Drilling holes in the roll cage to mount the window net is strictly prohibited unless properly "bushed" (not recommended). No plastic ties or Bungee (type) cords allowed. The window net must be in very good condition and carry an SFI label indicating a date showing that the net is less than two (2) five (5) years old.

15.13 WINDSHIELD / SUNROOF CLIPS (UNLIMITED CLASSES)

Windshield clips are recommended to hold the windshield from ejecting in case of a crash. Sunroof clips are required. Glass sunroofs (moon roofs) must be removed or completely covered with tape on both sides. The tape used to protect headlights from rocks is recommended.

15.16.1 RACING SEAT (REQUIRED IN UNLIMITED S.L.B. CLASSES)

It is strongly recommend that a racing seat be installed in all vehicles, and it is required in Unlimited Super Lap Battle classes. A racing seat is of solid design; not “tube and cloth” designs commonly found in passenger cars. It can be very difficult to properly brace a “tube and cloth” type seat and the vehicle may not pass technical inspection. Additionally, the cloth or material on a “stock” seat is typically not flame retardant. Therefore, the proper installation of a racing seat is strongly recommended.

15.16.2 SEAT MOUNTING (REQUIRED IN UNLIMITED S.L.B. CLASSES)

The seat should be mounted to a steel floor pan with reinforcements. A reinforcement structure should be fabricated with a minimum thickness of 0.090” for those vehicles without a steel floor pan. The reinforcement structure should be mounted to (or within) the steel frame / chassis / cage members.

15.17 DRIVER’S ATTIRE (RECOMMENDED FOR ALL S.L.B. DRIVERS)

All equipment shall be in a state of good condition. All defects, holes, tears, cracks, and other damage shall be repaired to the satisfaction of the Impound Inspectors.

15.17.1 DRIVING SUITS (RECOMMENDED FOR ALL S.L.B. DRIVERS)

A driver is required to wear a suit that covers his or her entire body except for hands, feet, and head. Driving suits shall be one piece and made of the following material: Nomex, PBI, Fypro, Kevlar, IWS (wool), Fiberglass, Durette, FPT, Kynol, Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, or Durette X-400. Combinations of the above listed material are also acceptable as is any one piece suit carrying an SFI 3.2A/1 rating or higher (3.2A/5, 3.2A/10, 3.2A/15, or 3.2A/20).

15.17.2 UNDERWEAR (RECOMMENDED FOR ALL S.L.B. DRIVERS)

Approved underwear made of fire resistant material such as: Nomex, PBI, Fypro, Kevlar, IWS (wool), Fiberglass, Durette, FPT, Kynol, Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, or Durette X-400 must be worn with all suits except those made of three (3) layers or carrying a rating of SFI 3.2A/5, 3.2A/10, 3.2A/15, 3.2A/20 or FIA 8856-2000. Underwear certified to SFI 3.3 or FIA 8856-2000 is strongly recommended in all cases.

15.17.3 HELMET (RECOMMENDED FOR ALL S.L.B. DRIVERS)

All drivers are required to wear an approved helmet while on track. Helmets must be approved by Snell and carry a sticker of Snell 2000 (SA2000) or better*. Ratings other than that of “SA” (Special Application), i.e. “M1995, M2000”, are not acceptable.

**Alternatively, helmets with an FIA certification of 8860-2004, or an SFI label showing the rating of 31.1A, 31.2A, or 31.1/2005 are acceptable. It is strongly recommended that any helmet sustaining any substantial impact be replaced.*

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15.17.4 GLOVES (RECOMMENDED FOR ALL S.L.B. DRIVERS)

Drivers shall wear gloves made from fire resistant material or leather that fully cover the hands and leave no exposed skin when worn with the driving suit.

15.17.5 EYE AND FACE PROTECTION (REQUIRED FOR ALL DRIVERS)

A full-face helmet with an impact resistant face shield is required in “open” cars (FFR, sports racers, formula cars) and highly recommended for all vehicles. Eye protection is required. Face shields, safety glasses, or goggles all made of impact resistant material are permitted as “eye protection.” However, the choice of eye protection used, and the responsibility for any failure, belongs to the driver. Drivers with beards or long hair should also wear a face cover (balaclava) made of approved fire resistant materials. A full helmet skirt made of Nomex or other fire resistant material shall also satisfy this rule.

15.17.6 SHOES (RECOMMENDED FOR ALL S.L.B. DRIVERS)

Shoes made of fire resistant material or common cowhide leather are required. Shoes must cover the entire foot so that there are no exposed areas of skin.

15.17.7 SOCKS (RECOMMENDED FOR ALL S.L.B. DRIVERS)

Socks made of approved fire resistant material must be worn.

15.17.8 HEAD AND NECK RESTRAINT (RECOMMENDED FOR ALL S.L.B. DRIVERS)

Neck injuries can be severe and long lasting, and can occur even in the minor collisions. Use of a head and neck restraint system is strongly recommended and may be mandatory in some series. A neck support collar is permitted however, if used, it must be covered in fire resistant material such as Nomex. Any competitor with previous neck injuries or other similar medical condition is required to wear a neck support collar or another head / neck restraint device, unless otherwise prohibited by a doctor. It is the sole responsibility of the competitor to ensure compliance with this rule. NASA will not be held responsible for enforcement.

17.0 VEHICLE LEGALITY INSPECTION

17.2 POST RACE / QUALIFYING LEGALITY INSPECTION

Tech Inspectors have the right to inspect anything in sight. Any competition vehicle that has been impounded may be required to remain in impound for the necessary time to allow inspection. The competitor may not be allowed to compete until the impound procedures are finished. On occasion, if possible, the protested item may be sealed and the competitor allowed to compete. The car would then be inspected after the race. If the seal is missing or broken, the competitor will be subject to penalties for non-compliance.

17.3 DISASSEMBLY

Tech Inspectors will not disassemble any part themselves. They will leave it up to the competitors and their crews. If the inspection is being performed as part of the normal impound inspection process the competitor will bear the cost of disassembly and reassembly.

17.4 CONFIDENTIALITY

A competitor has every right to protect information about legal modifications and setup pertaining to their vehicles from other competitors. If a competitor feels that inspection by the Tech Inspector (i.e. if the Inspector is another competitor) will result in loss of information to another team, he/she may lodge such an objection with the Inspector. Once an objection has been lodged, the Tech Inspector will remain in impound while the competitor locates the Race Director. The Race Director will then make the determination of legality. The tech inspector may watch the vehicle or assign someone to watch it, but shall not conduct any inspections, other than those agreed upon between himself/herself and the driver.

17.5 PROTESTS, REQUEST FOR ACTION, AND APPEALS

17.5.1 PROTESTS

Any entered driver may lodge a protest against another driver disputing the mechanical compliance of their competition vehicle. To lodge a protest, the protestor shall obtain a "Protest Form" from Registration, fill it out, and file it, along with the appropriate fee, with the Race Director. The Race Director may accept the protest, may extend the time allowed, or may reject the protest. For the protest to be valid, it must meet the following conditions:

1. Be filed within thirty (30) minutes of the completion of the race.
2. Each part that is being protested must be named specifically.
3. Each part may be considered a separate protest, in terms of fees.
4. Each part listed shall be accompanied by the rule(s) number that it violates.
5. The title of the rulebook must be cited with each rule number.
6. Accepted by the Race Director.

The Race Director reserves the right to modify these rules as cited in this rule book.

17.5.2 REQUEST FOR ACTION (RFA)

Any entered driver may lodge a protest against another driver's on-track conduct. The protestor shall obtain a "Request for Action Form" from Registration, fill it out, and file it with the Race Director. The RFA Form must be filed within thirty (30) minutes of the end of the session, in which the incident occurred. The Race Director may accept the RFA, may extend the time allowed, or may reject the RFA.

17.6 BAD FAITH PROTESTS

Any competitor, entrant, or team member having knowledge or suspicion of illegal parts or modifications to another competitor's vehicle has an obligation to immediately disclose that information to that team, or to the Race Director, before the start of the race. To file a protest in violation of these rules will cause action to be taken against the protestor. This will not however, affect the acceptance, rejection, or outcome of the protest.

17.7 CLASS RULE COMPLIANCE

Each competition vehicle must conform to a published set of rules for its class. Any competitor found to have qualified or raced a competition vehicle found to have unauthorized modifications may be penalized. NASA Impound Inspectors will determine legality of modifications to competition vehicles. Any modification(s) to performance items, whether it is a performance advantage or not, will be termed "illegal," and subject to penalties. Performance items are those items that, if modified, could potentially increase performance. For example, a missing headlight would not necessarily be considered illegal, and normally, the competitor would be required to make corrections without penalties.

21.0 SCORING AND RESULTS

21.5 OFFICIAL RESULTS

Super Lap Battle results will initially be posted on-line at www.superstreetonline.com. Super Lap Battle results will only become official when published as "Official Results" in Super Street Magazine. A competitor may dispute the accuracy of any unofficial results, for up to thirty (30) days after the publication and/ or notification of the results.

21.6 DEAD HEATS

In the event of a dead heat, the Race Director may invoke some form of tie breaking system or contest. NASA's basic philosophy of competition discourages the recognition of "ties."

21.8 TIMING AND SCORING TRANSPONDERS

The AMB Tran x 260 is the required transponder for use in Super Lap Battle.

21.8.1 REQUIREMENTS AND RESPONSIBILITY

Drivers are required to obtain (rent or buy, depending on the chapter) a timing transponder. If any rented transponder is lost, damaged or stolen, the driver will be held responsible for payment to replace it.

21.8.2 ENSURING PROPER FUNCTIONALITY

The driver is responsible for the proper installation and maintenance of his/her transponder. If a competitor's car number does not appear in the posted WARM UP or PRACTICE results, he/she must notify Timing and Scoring immediately following the posting of the results or they will may end up without a qualifying time if the problem is not resolved. It is very important to have the transponder installed and working properly, even for (and especially for) the first session.

21.9 FINISH / STARTING LINE

The Finish Line and/or Starting Line and/or timing location may vary in relation to the Start/Finish Flagging tower. It is the participant's responsibility to ascertain the location of these marks for each event.

23.0 PARTICIPANT CONDUCT

23.1 PARTICIPANT CONDUCT - EXPECTATIONS

It is expected that every participant and driver (entrant) at a NASA sanctioned event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in their relationship with other drivers and Officials, and in a manner that shall not be detrimental to the reputation of NASA. Failure to do so may result in harsh penalties.

23.1.2 UNSPORTSMANLIKE CONDUCT

Any unsportsmanlike conduct, on any scale, is not welcome at NASA events. Acts of unsportsmanlike conduct have many forms such as arguing, yelling, intimidation, aggressive physical contact, and losing without grace. Other forms are willfully using non-performance technicalities to hurt another competitor's point standings to the benefit of one's own, "sandbagging," and failing to report a mistake in scoring that benefits themselves. No form of unsportsmanlike conduct will be tolerated at any NASA event. Competitors that show poor sportsmanship due to a mistake in judgment will be educated, and punished if necessary. However, competitors that commit repeated acts of unsportsmanlike conduct cannot be educated; therefore expulsion is most likely the only remedy.

23.1.3 KNOWLEDGE AND POSSESSION OF THE RULES

All drivers must know all of the rules, especially those pertaining to safety items. Additionally, all drivers must have the appropriate rule books in their possession, or have immediate access to them at all times.

23.1.4 MEETING ATTENDANCE

All participants are required to attend all mandatory meetings. If a driver is unable to attend, and cannot send a representative, he/she must notify the Race Director before the meeting. Some latitude will be given in hardship cases. Failure to attend, or make proper notification, will result in a warning. A second offense during the same season will result in loss of qualifying times and/or race position. 23.2 Conduct of Guests and Crew Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics, or friends will be directly chargeable to the driver. Damage to the racetrack, its surface, fencing, paddock, walls, buildings, trailers, equipment, vehicles, etc., by the driver (including his/her friends, crew, and sponsors) is the responsibility of the driver, and said driver agrees herein to make restitution. This agreement is binding when a driver signs the entry form or enters online.

23.3 MEDICAL CONDITIONS

It is the responsibility of the driver to notify the NASA office and/or the Event Director of potential, or existing, medical problems that are not listed on the Physical Examination Form (if applicable). Any driver that has an abnormality of the heart as evidenced by an EKG and a Vector-Cardiogram may not be allowed to participate. It is the responsibility of those participants with a history of heart abnormalities or problems, to obtain and submit specific written permission from his/her doctor to the NASA office before going on track.

23.4 PREGNANT DRIVERS

Pregnant participants may be allowed to drive with specific approval from a medical doctor. It is the sole responsibility of the participant to abide by this rule. The NASA administration however, does not recommend driving while pregnant.

23.5 DISABLED / HANDICAPPED

NASA has built itself, and prides itself, on being very accommodating to as many people as possible. Since different NASA Chapters host various activities at a wide variety of locations, it is impossible to maintain a consistent level of proper accommodations for the disabled. Most tracks have some accommodations for the disabled, however NASA recognizes the need for improvements at a number of facilities. Since racetracks are not always plentiful, it is sometimes not an easy task to force changes. However, NASA has been making progress in getting some changes started, but anticipates that it might be a number of years before all of the tracks have significantly improved their access. Therefore, NASA is taking a proactive approach, and is publishing this statement in the rules: NASA will make whatever arrangements and adjustments within its powers at each event in order to better accommodate any disabled person. However, NASA cannot always anticipate what specific temporary changes would be most helpful at any given facility. Therefore, any disabled person that is planning to attend a particular event is encouraged to contact the local NASA office; and the staff will be happy to see to it that the best practical arrangements are made.

23.6 RESPONSIBILITIES FOR VALUABLES

Theft is virtually unheard of at NASA events, however the management encourages all participants to lock up their valuables. Participants are strictly responsible for the safe keeping of their own belongings. The event facility management, NASA, and Primedia take no responsibility for any loss, damage, or theft of any item while at the event.

23.7 ALCOHOLIC BEVERAGES

Consumption of alcohol by any participant is expressly prohibited.

23.8 NARCOTICS AND DANGEROUS DRUGS

The use of any dangerous drugs or narcotics, as defined by Federal and/or state laws, by any driver, crewmember, mechanic, or Official is specifically prohibited, unless prescribed by a doctor.

23.9 RAIN AND INCLEMENT WEATHER

The event will not be canceled due to inclement weather unless ordered by the Event Director. It is the responsibility of the driver to bring appropriate equipment such as rain tires, clothing, etc.

24.0 RULES OF THE PIT LANE AND PADDOCK

24.1 PADDOCK RULES

- Children must remain under CLOSE adult supervision at all times. Harsh consequences can result such as severe injury or death! Parents shall not allow their children to play around any pets that may be at the facility unless that pet belongs to that parent. [Ref:(GENERAL PREFACE)]
- The speed limit in the paddock is five (5) MPH for any vehicle other than emergency vehicles. This speed limit applies to bicycles as well.
- Oil, water, electrical power, and compressed air are the responsibility of the entrant.
- Fuel may not be available at the track unless otherwise announced in the acceptance letter and/or at the drivers' meeting.
- Entrants are urged to refuel on concrete areas if available.
- NASA reserves the right to allow fueling only in designated areas.
- Participants must keep water on hand in the paddock in case of fuel spillage. A gasoline spill can quickly destroy the asphalt surface. If not washed away with water, the bill to fix the damage can quickly add up to \$1,000 for which they will be liable.
- Entrant provided boards must be placed under loaded jack stands to avoid damage to the asphalt surface.
- Participants will be held responsible for any damage they cause to the paddock, pit lane, fencing, bathrooms, and any other objects.
- Do not dispose of tires at the race facility.
- Do not litter or leave any mess.
- Do not plug into any race facility power outlet.
- Proper parking is a must to ensure that all participants will fit into the paddock.
- No parking in fire lanes.

24.2 PETS AT THE TRACK

Some tracks prohibit pets (including dogs) and/or have special rules regarding pets. It is recommended that all pets be left at home. However, should a pet be brought to a track that allows pets, the following conditions apply: The owner is solely responsible for the actions of his/her pets. This means cleaning up after them and being held legally liable if their pets bite another pet or a human. Additionally, all pets must be kept on a leash, in a cage, or in a vehicle at all times. No pets are allowed in the pit lane at anytime.

24.3 LOUD ENGINES

Each facility has its own set of rules for allowed sound levels at all times of the day or night. It is the responsibility of the participant to check with the local NASA Office, or the facility to get this information. Typically, this information is found in either the Region's Supplementary Rules, or it is included in the acceptance letter; however, this is not guaranteed. As a rule of thumb, at most tracks it is prohibited to start loud race engines (even for a few seconds) before 8:00 AM (8:30 AM at Laguna Seca Raceway, Monterey, California) or after 6:00 PM (unless the event hours exceed this time). Failure to comply with the rules on sound after hours at any given facility will result in harsh penalties, typically starting at a fine \$200 per occurrence.

24.4 GAS CYLINDERS

All compressed air bottles/gas cylinders with a rated pressure of over 200 PSI must be securely fastened vertically so as not to topple over or shall be fully enclosed in a structure, such as a rollaway or crash cart. This structure must serve to prevent head breakage AND containment, should the head break off.

RULES & REGULATIONS

24.5 BICYCLES, SKATES, MOPED, ETC.

No one without a valid state driver's license may operate any mode of transportation in the paddock. Skates, skateboards, motorized skateboards, and in line skates are not permitted at any time. PARENTS: Unless your child has a valid state driver's license, this means NO BICYCLES.

24.6 MINIMUM ATTIRE

Any participant in the hot pits must wear at least a T-shirt, pants, and shoes (no open toed shoes). Shorts in the pit lane are permitted except during sessions requiring refueling such as endurance racing. Some racetracks may have more restrictive requirements.

25.0 ON COURSE CONDUCT

25.1 FLAG OBSERVANCE

All flag rules must be obeyed.

25.2 PASSENGERS

Passengers are not allowed in race groups, whether practice, qualifying, or racing. Exceptions may be made as superseded by class rules, Supplementary Regulations, or by the Race Director.

25.3 ROUGH DRIVING

Any driver, deemed by the Race Director, displaying rough or unsportsmanlike driving may be penalized. The Race Director shall determine the course of action. [Note: In some cases the driver will be required to spend time with the Chief Driving Instructor. The intent is to educate the driver on safer methods of driving.] If a driver is determined, by the Race Director, to be at fault in a collision, he/she may be disqualified and expelled from the event. The Race Director has the right to waive or modify this penalty should the situation warrant.

25.4 RULES FOR OVERTAKING

25.4.1 PASSING GENERAL

The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be black-flagged and/or penalized.

25.4.2 PUNTING

The term "punting" is defined as blatant nose to tail (or side-of-the-nose to side-of-the tail) contact, where the leading car is significantly knocked off of the racing line. Once the trailing car has its front wheel next to the driver of the other vehicle, it is considered that the trailing car has a right to be there. And, the leading driver must leave the trailing driver at least one car width of space.

25.4.3 RIGHT TO THE LINE

The driver in front has the right to choose any line, so long as not to be considered blocking. The driver attempting to make a pass shall have the right to the line when their front wheel is next to the driver of the other vehicle, but only before the leading car has turned-in to a corner.

RULES & REGULATIONS

25.4.4 BLOCKING

Blocking of any kind is prohibited in Super Lap Battle. A driver has no reason to “protect his/her line” because it is not a race.

25.4.5 INCIDENT REVIEW BOARD

The Race Director may assemble an Incident Review Board (IRB) for the purposes of investigating on-track incidences. The Race Director may give the IRB the power to make decisions to determine fault and/or issue penalties. All decisions made by the IRB may be appealed to the Race Director. The Race Director may elect to override the IRB decisions and/or modify penalties.

25.5 YELLOW FLAG- PASSING

A pass must be completed before the yellow flag station. This means that the overtaking driver must be completely in front of the overtaken car before either vehicle breaks the plane perpendicular to the track as defined by the yellow flag. No racing to the yellow will be tolerated. Harsh penalties WILL result for any passing under yellow flag situations.

25.6 OFF-COURSE EXCURSIONS

The competitor is required to follow the marked course during competition and shall not gain an advantage by an off-course excursion. An off-course excursion is defined as leaving the marked course with all four wheels. The definition of the term “advantage gained” will be left up to the sole discretion of the Race Director. Penalties may be assessed for an off-course excursion that affords an advantage to the offender.

25.7 POST ACCIDENT REPORTING

All persons involved in any “Significant Accidents” are REQUIRED to report to the medical staff immediately. Failure to do so WILL result in suspension.

“Significant Accidents” are:

1. All vehicle roll-overs, regardless of damage.
2. Heavy impact rendering the vehicle inoperable.

25.8 COUNTER-COURSE DRIVING

Driving, towing, or pushing a vehicle on the course in the direction opposite to the normal traffic flow is strictly prohibited with the following exceptions:

- When the track is closed, or cleared, as deemed by the Chief of Communications.
- When ordered to do so by the Event Director, or an Emergency Response Team Official.
- Whenever a driver must do so for a short distance, in an extreme emergency and only for the sole purposes of getting out of harm’s way.
- When ordered to do so by a Course Official.

Notes: 1) A Course Official must obtain the approval from the Chief of Communications for each incident to order counter-course driving. 2) This rule does not apply to the pit lane or when superseded by any other NASA published rule.

25.9 STOPPING ON COURSE

Stopping on course is expressly prohibited unless in the event of an emergency. “Stopping” includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. An emergency, for the purposes of this section, is defined as only those concerning medical problems, mechanical failure, on-board fire, or damage from an incident that renders the vehicle unfit to continue.

RULES & REGULATIONS

25.9.1 STOPPING IN AN EMERGENCY

Anytime a driver is forced to stop in an emergency; the first concern should be to place the car in an area where it will not cause danger to the other drivers. When stopping on course, the driver should be careful not to park on dry grass areas where fire can be a hazard. The crew may come to the aid of a disabled car with the approval of the Race Director.

25.10 CRASHES

If a driver is involved in a major crash or roll-over, the driver may exit the vehicle if it is safe to do so. The driver is responsible for determining if and when he/she should exit the vehicle. Once clear of the vehicle the driver will wait in a safe area away from the track surface and impact zones until the Emergency Response Team arrives. A driver that has exited the car may walk back to the paddock by a safe route away from the racing surface and impact areas. Also see CCR section #25.7.