



NASA-SE Time Trial – 2025 Season

Welcome rookies and returning TT veterans to the NASA-SE Time Trial 2025 season! As we head into the new season for Time Trial in 2025, as your directors, we like to send out a comprehensive and informational publication to set expectations for the new season, and bring to your collective attention any important reminders, updates, deadlines, new additions, or procedural changes that you can expect to see in the season ahead. Included in this document are embedded website links, email addresses, and other resources that you will likely need at some point during the season, so please save this document somewhere that you can easily access it throughout the season.

2025 TT RULES & CLASSIFICATION CHANGES

The 2025 rules for both the Time Trial series overall and the Time Trial power to weight restricted classes (TT1-4 and TT5-6) were released on December 14, 2024. Links to those rules can be found at the following links:

- [Time Trial Rules](#)
- [TT1-4 & TTU Rules](#)
- [TT5-6 Rules](#)

Reminder: The classification rules for the TT1-6 classes are identical to those of the Super Touring ST1-6 classes.

The good news is that for the 2025 season and rules sets, there are no significant changes to speak of. Notable changes or additions are as follows, with full details being found in the appropriate rules' links above, with changes or new additions being shown in **BLUE** within the rules:

- For the NASA National Championship event **ONLY**, a new class has been created called TTGT (Grand Touring). Grand Touring (GT) is a National Championships class for TTU qualified vehicles that are NOT sports racers, prototypes, or monocoque race cars.
- New additions have been made to the “street tire” categories, with both the Hoosier Track Attack and Toyo Proxes R (NOT THE RR) tires being placed into the category of 100-200 UTQG tires that offer a -1.0 modification factor benefit. The application of this modification factor is utilized by roughly 25-50% of NASA-SE TT drivers on a given weekend, so a screenshot of the *current tires applicable for this mod factor is as follows:

*check the rules for any changes throughout the season

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Tires:	BFGoodrich g-Force Rival, Continental Extreme Contact Force, Continental Extreme Contact Sport/ EC Sport 02, Cooper RS3-R, Falken Azenis RT615K+, Hankook Ventus RS4, Maxxis Victra RC-1, Maxxis Victra VR-1, Michelin Pilot Sport 4S, Nankang AR-1/ NS-2R 180, Nitto NT01, Toyo Proxes R1R/ R888/ R888R/ RA-1/ RR, Valino VR08GP	= +1.6
	Bridgestone Potenza RE-71R/ RE-71RS, BFGoodrich g-Force Rival S 1.5, Dunlop Direzza ZIII, Falken Azenis RT660, Federal 595 RS-RR, Goodyear Eagle FI SuperCar 3, Hoosier Track Attack Pro , Kumho ECSTA V730, Michelin Pilot Sport Cup 2/ 2 Connect, Nankang CR-1/ CR-S, Nexen Nfera SUR4G, Toyo Proxes R , Yokohama Advan A052/ Advan Neova AD09	= +1.0

- Due to the increasing presence of such systems in some newer performance vehicles with complex, multiple setting traction control systems, a new disclosure requirement has been added to the 2025 TT Rules, mandating that disclosure **MUST** be made on the classification form for any vehicle that is required to be placed into, or have any form of a “DYNO MODE” activated for the completion of dyno testing. The language from the rules found under Section 7 – Timing & Scoring, Subsection 7.1. TT Classification Forms is as follows:

Any vehicle that requires the activation of a “Dyno Mode” in order to successfully Dyno test must have this information disclosed on the Car Classification Form prior to competition.

We always encourage all competitors to print and keep a current copy of the TT Rules and applicable class rules with them while at the track when competing.

ONLINE TT1 – TT6 CLASSIFICATION FORM

***IMPORTANT NOTE:** *As of the date/time of this update, the [2025 TT online classification form](#) has officially gone live for you to submit your 2025 TT classification form. To compete in a power to weight restricted class in the 2025 season, you must submit your new classification form prior to the first event of the new season in which you intend to compete. Anyone registered for an event in TT1-TT6 for the 2025 season whose 2025 classification form with ALL dyno testing data and their dyno certification form does not appear in the compliance database will be placed in TTU until their classification form and compliance documents are both submitted and deemed accurate/compliant.*



Super Touring and Time Trial

Car Classification Form 2025 (v5.1)

Change Log:

1/2/2024 - Initial publication. v5.0

12/27/2024 - Updated to include 2025 ST/TT rules. New tires added to +1.0 category. v5.1

[You must submit a new car classification form for the 2025 competition season!](#)

If you need to edit your current competition season car classification form, please follow the link below for directions.

[EDIT MY FORM](#)

- Classification and dyno certification forms are submitted online via the [TT/ST Car Classification Form](#). **YOU MUST SUBMIT A NEW CLASSIFICATION FORM FOR EACH NEW SEASON OF COMPETITION, REGARDLESS OF WHETHER YOU HAVE MADE ANY CHANGES TO YOUR CAR.** This is required for each new season

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since from one season to the next, there are almost always some changes to the rules which are reflected in the online classification form and must be applied to each competitor's vehicle classification.

- When you submit the classification form and included dyno forms/data, they are automatically uploaded to the [ST/TT Car Compliance Database](#) where your competitors can access your classification form, your dyno certification form, the testing data from your required three dyno pulls, and the 50 RPM breakdown of the one dyno pull of the three with the highest peak HP number.

During the season, you are free to make as many changes to your classification form as you choose. We only ask that when you do make a change to your classification form, **please let us know via email at timetrial@nasa-se.com** so that we can be sure to update the impound log profile for your vehicle to reflect the most recent and accurate information. When doing so, please DO NOT submit an entirely new form. You will find that on the email confirmation you received for your 2025 class form submission, there is a link to EDIT MY FORM, which you will use to update your classification form without submitting a new one. If you cannot locate your email confirmation, then on the web page for the 2025 classification form, there is a link for you to follow that provides you instructions for obtaining access to update your form. Again, please DO NOT submit a new classification form when you have already submitted one for the season.

If you need to edit your current competition season car classification form, please follow the link below for directions.

[EDIT MY FORM](#)

- **CHECK YOUR DYNO TESTING AND CERTIFICATION FORMS AT THE START OF THE NEW SEASON** – You should already be aware that per ST/TT 1-4 and 5-6 rules, under Section 7.1 - Dyno Testing Procedures:

*Certified Dyno reports are potentially valid for **up to a maximum of three years** (provided that no changes have been made to the vehicle that would alter Dyno readings). However, at his/her discretion, a NASA ST Leader may require an updated certified Dyno report (at the driver/owner's expense) after one year from the date of the previous report.*

If your current dyno certification form and testing data will expire during the 2025 season, you must submit new ones prior to their expiration. Please plan accordingly. Any driver with an expired or incomplete dyno certification form or dyno graph with data will have their registration moved to the TTU class until the situation has been satisfactorily remedied per the TT rules.

Below is a link to the PDF of the Dyno Certification Form to print and provide to the dyno operator conducting your dyno testing:

https://members.drivenasa.com/forms/TT_dyno_certification_form.pdf

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A little known resource that you can use to find a shop near you with a DynoJet dynamometer (as required in the rules unless you have an AWD vehicle) can be found at the following link: <https://www.dynojet.com/dyno-tunings-center/automotive-dyno-center>

If you happen to reside in the greater Charlotte, NC, or surrounding areas, we highly recommend David Farmer Racing at 2501 Eva Drive in Concord, NC as a source for your dyno testing and compliance. David has been a part of the NASA-SE TT community for 20 years as both a competitor and compliance testing shop, so he knows and understands the classification process better than almost anyone. You can find him on Facebook at <https://www.facebook.com/DavidFarmerRacing/>, by email at DavidFarmerRacing@gmail.com, and by phone at 704-706-9205. You can contact him to schedule a date and time to get your dyno testing completed, along with any of the other setup and compliance services that he offers. Roy and I both rely on David for his services and can vouch for him and his depth of knowledge on all things racing.

- These links along with current national rules, contingency forms, and other relevant rules and technical information can be found on the NASA TT website under the “Resources” link at the top of the page: <https://drivenasa.com/time-trial/>.

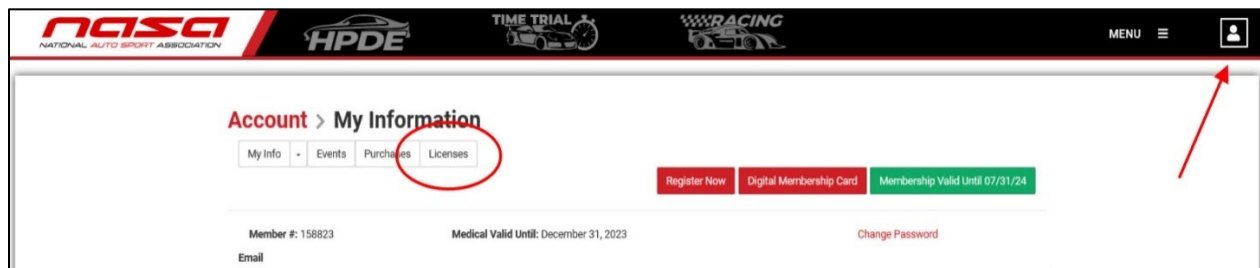
SAFETY, SAFETY, SAFETY

We cannot stress enough that with TT drivers turning the fastest lap times of any competitive group on a given race weekend, you need to prioritize available personal budget resources on adding safety gear to your person and vehicle before spending a single penny on making your car faster.

Current TT requirements for vehicle and personal safety gear are the same as is required for all the HPDE classes, which is a 3-point seatbelt and SA2015 or newer helmet. However, it is **HIGHLY** recommended that at a minimum, you have a head and neck support (HANS) device, containment seat, and a 5- or 6-point harness in use. You should also place priority on adding some form of roll-over protection to your vehicle. None of these are required, but if you have earned a full or provisional TT license in NASA-SE, it's partially because you displayed a healthy self-preservation instinct. This is one way to utilize that vital skill.

LICENSING

DO NOT FORGET TO RENEW YOUR TIME TRIAL LICENSE FOR 2025! You should be prompted to renew your license when you go to register for your first race weekend of 2025 but if you are not, please click on your member profile (red arrow) from the [NASA website](#) after you have logged in, then click on the “Licenses” tab (red circle) from the account main page to ensure that your license has not expired.





REMINDERS & RULES EMPHASIS

CAR CLASSIFICATION

We saw great results in 2024 when it came to compliance testing of competitor vehicles when there was no availability at the track for dyno testing, and where alternative methods for compliance testing were limited by the track layout or accuracy of the data. For the most part, competitors stuck to the same class for the season, and those who chose to compete in different classes followed the procedures outlined below.

In 2025, we must continue to be able to ensure that any changes to vehicle power levels match up with the corresponding car classification forms, which is why we will continue to remind all new and returning competitors of the expectations placed on them. As such, throughout the 2025 NASA-SE TT season we will continue to **strictly enforce** the existing National rule in "**Section 7.1 - TT Classification Forms**".

7.1. TT Classification Forms

In order to accrue points or compete, each year/season, all NASA TT competitors (except TTU and TTEV competitors) must submit a current year, completed NASA ST/TT Car Classification Form (and certified Dyno report) to the Regional TT Director prior to having lap times count toward competition. Once a form has been submitted during a season, if there are no modifications to the vehicle that would change the form, a new form does not need to be submitted at subsequent competitions in the same region. A new ST/TT Car Classification Form copy (and certified Dyno report) must be submitted when a competitor competes in a different region or at a Championship event, or if changes have occurred to the vehicle that would change the form.

To prevent any confusion or misconceptions of how this rule is applied, we are providing the following examples:

What this means: If you are competing in a class on a given weekend or competition day where to be able to do so, it requires a change to the power output of your vehicle through any means (ECU map change, add/remove throttle body restrictor plate, etc), that is higher or lower than that which is reflected on your most recently submitted car classification form and certified dyno report, then you *must* submit a new car classification form, dyno testing data, and dyno certification form for the class in which you intend to compete. The certified dyno report **MUST** show new dynamometer chassis testing data reflecting a testing date within **7 DAYS** of the start of the event in which you intend to compete in a different class. This is the only way that we can be certain that the chassis dyno data provided by a competitor making changes to their vehicle accurately reflects current vehicle power levels.

What this does NOT mean: You **DO NOT** have to have new chassis dyno completed before every single event if your vehicle power output has not changed. This requirement is **ONLY** if you make changes to your vehicle that alters the peak or average HP figure shown on your current classification form, impound decal, and supporting dyno report/dyno data that results in your being required to submit new classification and certified dyno reports per Section 7.1 of the TT rules.



We will also continue to have strict enforcement in 2025 of NASA Super Touring/Time Trial TT1-TT6 Class Rules, “7.1 – Dyno Testing Procedures”, which states:

Any restriction device placed in the air intake system must be clearly identified as such and marked to indicate its dimensions. Vehicles that have more than one permitted adjustable power setting must submit a certified Dyno report (3 pulls) for each of those settings regardless of which one will be used during competition. As well, the method used to switch between these settings must be clearly written on the ST Car Classification Form.

If you have multiple ECU maps or air restriction plates placed on/in the intake system, the capability of switching between those maps or removing the air restriction device and replacing it with a different one, or not replacing it at all, then you **MUST** reflect that on your classification form, along with the method used to switch them.

Multiple ECU Maps? *

No
 Yes

Choose the “No” option if you do not have the ability to change between multiple ECU maps

Multiple ECU Maps? *

No
 Yes

Describe Switching Method *

Handheld OBD2 Device

Choose “Yes” if you do have multiple ECU maps OR any air restriction devices that alter power output AND provide the method for switching between “maps” if applicable.

Knowingly providing false information on your vehicle classification form will be met with harsh penalties, up to and including, disqualification of all of your times from a given weekend and/or being required to run the remainder of a weekend and/or future events in the TTU class which does not require vehicle classification or submission of dyno testing data or forms. Repeat offenders may have their TT license suspended indefinitely.

We will also continue to have strict enforcement in 2025 of NASA Super Touring/Time Trial TT1-TT6 Rules – “8.2 Vehicle Inspection”, which states:

Super Touring vehicles are subject to detailed inspection by any NASA Technical Inspector and visual inspection by Super Touring competitors at any time when the car is at the track. Super Touring Officials retain the right to request any disassembly or other procedure required to verify vehicle compliance. At random times or at the discretion of the Super Touring Officials, any car may be ordered to report for rules compliance testing on a chassis dynamometer. All Super Touring competitors have the option to be present for official chassis dynamometer testing; however, the printed results of Dyno testing are the property of NASA, and will only be shown to Super Touring Officials, who will let the competitor know whether or not the vehicle was compliant, and may show the competitor the results at their discretion if compliant, and will show the competitor the results if non-compliant.

Competitors must comply with any request by ST Officials to review and/or download ECU computer programs. When aftermarket software, stand alone, or piggyback engine management is used, the competitor must supply and use the programming hardware and software (if needed) to provide data to NASA officials for further analysis. The data must include both the vehicle's configuration files "map(s)" and data logs (when possible) in an unlocked and non-password protected form. This also applies to any other electronic device that an engine sensor is wired to with communication to the ECU via CAN bus communication. As well, competitors may have GPS accelerometers and/or data loggers placed in/on their vehicles at any time by Super Touring Officials to help verify rules compliance. And, as stated above, GPS monitoring may be used in lieu of Dyno testing when collected data shows convincing evidence of non-compliance. All completed ST/TT Car Classification Forms are available on-line for review by any competing driver
<https://airtable.com/shrtuIZcugofvmCJZ/tblzOXuQ6j4GJh4nT/viwgWtC3AQ0QAJPI0>

What does this mean for you? At any time, you may be asked, and you must comply with the request of NASA Officials to show and/or download all ECU maps stored in your vehicle's ECU or external ECU programming device to show that you are using the ECU map that is reflected on your classification form in the power to weight ratio calculation.

Adversely, if you have stated that you do NOT have multiple ECU maps or air restriction plates, and the ability to change between them, then at any time you may be asked and you must comply with the request of NASA Officials to review your ECU to check for the presence of multiple ECU maps or multiple ECU devices installed in your vehicle. Anyone found to have multiple ECU maps on their vehicle when they have previously stated on their classification form that they do not, regardless of whether those maps are easily accessible or able to be changed on the fly, will immediately have all lap times from the weekend disqualified. Additionally, those individuals may be subject to harsh penalties, up to and including, suspension of their TT license, being asked not to return to a NASA-SE Time Trial event or relegated to competing ONLY in TTU/unlimited classes for an indefinite period of time. This also applies for any competitor who elects not to allow NASA officials to inspect their vehicle for verification of TT and class rules compliance.

TRACK RECORDS

If you believe that you have turned a faster lap time than the current class track record during a timed TT session, you must take the following steps:

- Immediately pull into the technical inspection area when you exit the track, which is the same place you were directed to go for post-competition impound.
- Notify the NASA official at the technical inspection area that you believe that you set a track record. They will instruct you on what you need to do.
- You will likely need to leave your car at the impound area for a period of time long enough for the track record compliance checklist to be completed. If you are an instructor or share a car with someone in HPDE, you should plan accordingly.

It is important to remember that when it comes to track records in Time Trial, the burden of proof for vehicle compliance is on YOU to prove to us that your car was compliant with the TT and class rules at the time the record-setting lap was completed. If you have already returned to your paddock space when you realize that you may have set the track record, then it is already too late since we have no way of verifying whether any changes were made to the vehicle after bypassing technical inspection when exiting the track. This also means that your classification form and dyno compliance documentation must be correct at the time that you set a possible track record. Any classification forms or dyno testing documentation that has not been maintained to accurately reflect your car at the time that the record lap was set will disqualify you from claiming the record.

Bottom line: If you want to claim a track record, you must be able to prove to us without a doubt that your car was compliant at the time the lap was set. Once more, you should plan accordingly.

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WE ARE here for you, and our goal is always to make logical, non-intrusive changes or updates to current procedures or regional rules to allow for a more competitive, fair, safe, and fun experience for all competitors and crew. However, we also rely as much on you guys for feedback as we do on the NASA-SE officials implementing any changes to let us know how everything is or is not working. That said, please don't hesitate to give us feedback to timetrial@nasa-se.com. We only ask that any feedback you provide be constructive. If you think that something isn't working, then while letting us know why, we would appreciate your also giving us suggestions for how something could be better implemented or run more efficiently. The recently updated TT Alpha/Omega run groups format was the result of you all providing us feedback, which seems to be working out well, so please keep sending us suggestions and concerns. After all, we wouldn't have the incredible TT program that we have in NASA-SE without the participation and enthusiasm for grassroots motorsports without every one of you being active participants.

As always, if there are any questions about the application of these rules that cannot be answered by reviewing the current TT rules set, contact us at timetrial@nasa-se.com or feel free to find us at the track for further explanation. We look forward to working with each of you to provide a safe, fair, and fun environment for all competitors in NASA-SE Time Trial in 2025 and the years to come.

See you at the track in 2025,

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