



## NASA-SE Time Trial – 2026 Season

Welcome rookies and returning TT veterans to the NASA-SE Time Trial 2026 season! As we head into the new season for Time Trial in 2026, as your TT Directors, we like to send out an informational publication to set expectations for the new season ahead, while also bringing attention any impactful changes to the NASA Time Trial rules, giving you updated information on relevant upcoming deadlines or possible changes that you should expect to see in the season ahead. Included in this document are embedded web 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. This season update and most of the links contained therein can also be found on the NASA-SE Time Trial section on the NASA-SE website at <https://nasa-se.com/time-trial/>.

### **2026 TT RULES, CLASSIFICATION, & MODIFICATION FACTOR CHANGES**

The 2026 rules for the Time Trial series, the TTGT and TTU rules (combined with TT1-TT4), and the Time Trial power to weight restricted classes (TT1-4 and TT5-6) were released on December 18, 2025. Links to the PDF downloads of the rules can be found at the following links:

- [Time Trial Rules](#)
- [TT1-TT4, TTGT, & 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, as are the TTGT & TTU limited rules for their co-equal race classes, Grand Touring & Super Unlimited, respectively.

### Time Trial Street

As most are aware, a new category (not class) of Time Trial called [Time Trial Street](#) was soft rolled out in June 2025, with the full rollout of the program for the 2026 season. It is being marketed not as another class for TT, but a “class within a class.” For those interested in the program, competitors will simply register for their normal Time Trial class (e.g., TT5, TT2, etc.) and, if they meet the “Street” criteria, they will also be eligible for the TT Street Program awards for each event. The eligibility criteria for TT Street are as simple as it gets. To be eligible for the TT Street Program, a car must meet two (2) requirements:

1. Be equipped with 200+ treadwear tires
2. The vehicle must hold a valid, current street vehicle registration (a current state-issued vehicle registration and corresponding current state-issued vehicle license plate).

Basically, if your car is tagged for (legal) street use, or is eligible to be registered, and you want to throw on a cheap set of summer tires to squawk them all around the track, then feel free to give this new program a shot.



### 2026 ST And TT Car Classification Form & Rules:

<https://form.jotform.com/drivenasa/st-tt-car-classification-form>

The recently released 2026 classification rules changes were some of the most significant in recent years. The most significant changes to the rules over those from 2025 can be found in changes to the modification factors associated with certain brands and compounds of tires, with changes reflected in nearly all categories of “street tire” and competition tires. The reason for these changes was necessitated by and 100% due to changes to existing products and new offerings hitting the market within the race tire and track tire product categories. For example, Hoosier has begun rolling out their new R8 and A8 race tires to replace the outgoing R7 and A7 offerings. As expected, the R8/A8 tires are substantially faster than their outgoing counterparts, so the same modification factor considerations cannot be taken for the R8/A8 and the R7/A7.

Please read through the 2026 rules in which the areas reflecting changes have **BLUE TEXT** to allow you to easily spot them. In each case where rules have changed, the prior language is still present and in blue, but with a ~~strike-through line~~ shown through the text.

As a result of the shuffling within the race tire industry, NASA was forced to make changes to the mod factors for tires that will affect all six TT power-to-weight restricted classes (TT1 – TT6). Please be sure to check the tire categories for the tire you intend to use to make sure that you will still be able to use that tire within your power-to-weight calculations. All classes have had changes, so please don't assume anything. As of this update, the following are shown on the classification form as the mod factor amount and the tires for each tire category:

#### TT1-TT2

##### **Tire Type (ST1-2/TT1-2) \***

- Non-DOT approved tires -0.5
- BFGoodrich g-Force Rival +/ g-Force Phenom T/A, Continental Extreme Contact Force/ EC Sport/ EC Sport 02, Cooper RS3-R, Falken Azenis RT615K+, Hankook Ventus RS4, Maxxis Victra VR-1, Michelin Pilot Sport 4S, Nankang AR-1/ NS-2R 180, Toyo Proxes R1R/ R888/ R888R/ RA-1, Valino VR08GP +3.0
- 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 F1 SuperCar 3, Hoosier RCES/ Track Attack Pro, Kumho ECSTA V730, Maxxis Victra RC-1/ VR-2, Michelin Pilot Sport Cup 2/ 2 Connect, Nankang CR-1/ CR-S, Nexen Nfera SUR4G, Nitto NT01, Toyo Proxes R/ RR, Yokohama Advan A052/ Advan Neova AD09 +2.0
- Bridgestone RE71RZ, Goodyear Eagle F1 Supercar 3R, Vitour Tempesta P1 +1.0
- Hoosier R8/A8 or tire type not listed above +0.0

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TT3

**Tire Type (ST3/TT3) \***

- Non-DOT approved tires -0.7
- BFGoodrich g-Force Rival +/- g-Force Phenom T/A, Continental Extreme Contact Force/ EC Sport/ EC Sport 02, Cooper RS3-R, Falken Azenis RT615K+, Hankook Ventus RS4, Maxxis Victra VR-1, Michelin Pilot Sport 4S, Nankang AR-1/ NS-2R 180, Toyo Proxes R1R/ R888/ R888R/ RA-1, Valino VR08GP +3.0
- 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 F1 SuperCar 3, Hoosier RCES/ Track Attack Pro, Kumho ECSTA V730, Maxxis Victra RC-1/ VR-2, Michelin Pilot Sport Cup 2/ 2 Connect, Nankang CR-1/ CR-S, Nexen Nfera SUR4G, Nitto NT01, Toyo Proxes R/ RR, Yokohama Advan A052/ Advan Neova AD09 +2.0
- Bridgestone RE71RZ, Goodyear Eagle F1 Supercar 3R, Vitour Tempesta P1 +1.0
- Hoosier R8/A8 or tire type not listed above +0.0

TT4

**Tire Type (ST4/TT4) \***

- BFGoodrich g-Force Rival +/- g-Force Phenom T/A, Continental Extreme Contact Force/ EC Sport/ EC Sport 02, Cooper RS3-R, Falken Azenis RT615K+, Hankook Ventus RS4, Maxxis Victra VR-1, Michelin Pilot Sport 4S, Nankang AR-1/ NS-2R 180, Toyo Proxes R1R/ R888/ R888R/ RA-1, Valino VR08GP +2.0
- 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 F1 SuperCar 3, Hoosier RCES/ Track Attack Pro, Kumho ECSTA V730, Maxxis Victra RC-1/ VR-2, Michelin Pilot Sport Cup 2/ 2 Connect, Nankang CR-1/ CR-S, Nexen Nfera SUR4G, Nitto NT01, Toyo Proxes R/ RR, Yokohama Advan A052/ Advan Neova AD09 +1.4
- Bridgestone RE71RZ, Goodyear Eagle F1 Supercar 3R, Vitour Tempesta P1 +0.5
- Hoosier R7, Yokohama A055 +0.0
- Hoosier R8, Continental GR86 Cup 245/640R18 Slicks (no Non-DOT assessment), Michelin 20/61-17 MX5 Cup Slicks (no Non-DOT assessment) or tire type not listed above -1.0



## TT5-TT6

### Tire Type (ST5-6/TT5-6) \*

- BFGoodrich g-Force Rival +/ g-Force Phenom T/A, Continental Extreme Contact Force/ EC Sport/ EC Sport 02, Cooper RS3-R, Falken Azenis RT615K+, Hankook Ventus RS4, Maxxis Victra VR-1, Michelin Pilot Sport 4S, Nankang AR-1/ NS-2R 180, Toyo Proxes R1R/ R888/ R888R/ RA-1, Valino VR08GP +2.0
- 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 F1 SuperCar 3, Hoosier RCES/ Track Attack Pro, Kumho ECSTA V730, Maxxis Victra RC-1/ VR-2, Michelin Pilot Sport Cup 2/ 2 Connect, Nankang CR-1/ CR-S, Nexen Nfera SUR4G, Nitto NT01, Toyo Proxes R/ RR, Yokohama Advan A052/ Advan Neova AD09 +1.4
- Bridgestone RE71RZ, Goodyear Eagle F1 Supercar 3R, Vitour Tempesta P1 +0.5
- Hoosier R7, Yokohama A055 +0.0
- Hoosier R8 or tire type not listed above -1.0

Additionally, there are some changes to tires that are excluded in certain classes, such as that both autocross tires and non-DOT tires are no longer permitted in TT4 whereas in prior years, the autocross tires (A7 and the like) could be used but with a significant power-to-weight ratio penalty assessed for their use.

### 6.4.1 ST4 Tire Limitations

#### 1) Compound

- i) Non-DOT approved tires are not permitted in ST4 (see 6.5.3 for the exception for **GR Cup and MX-5 Cup** specified slick tires.)
- ii) ~~DOT approved R-compound autocross tires shall be assessed via the “Adjusted Weight/Power Ratio” in ST4.~~ DOT-approved autocross tires (“A-tires”) are not permitted in ST4. (examples: Hoosier A6/A7/A8/DOT Wet, BFG R1S, Goodyear RS AC/ RS DOT Radial WCMD, Hankook Z214-C90/91, Vitour P1X/ Sonic)
- iii) Hoosier DOT Wet tires and Goodyear Eagle RS DOT Radial WCMD tires ~~shall be assessed as autocross tires~~ may only be used during an officially designated “Rain Session” and will not be assessed a Modification Factor assessment.

A change to the positive mod factor for front wheel drive (FWD) cars competing in TT4-TT6 has been made, increasing the benefit to +1.0.

Drivetrain:	AWD	= -0.5
	<b>FWD</b>	= <b>+1.0</b>
	Rear-Mid or Rear engine layout (not Front-Mid)	= -0.4
	RWD with solid rear axle	= +0.3



A new modification factor has been added for TT5-TT6 for cars that have no factory-supplied ABS or a verifiably disabled ABS of +0.3, and the modification factor for non-OEM, modified or relocated brake calipers/brackets or rotor diameter has been eliminated.

Brakes:	<del>Non OEM, modified or relocated brake calipers/brackets or rotor diameter</del>	= <del>0.2</del>
	OEM (only for OEM) BMW ATE MK60 ABS (non-programmable)	= -0.2
	No factory supplied ABS or verifiably disabled ABS	= +0.3

These highlighted changes are by no means a comprehensive list of the changes in the 2026 rules. It is the responsibility of each competitor to read and know the changes to the rules that affects them and their class.

#### TT1 – TT6 Online Classification Form

**\*IMPORTANT NOTE:** *YOU MUST COMPLETE A NEW CLASSIFICATION FORM FOR EACH NEW SEASON.*

*It doesn't matter if you just submitted a classification form with dyno testing and certification with 50 RPM breakdown in December 2025. You still must complete and submit a new classification form for the new season. As of the date/time of this update, the [2026 TT online classification form](#) has officially gone live for you to submit your 2026 TT classification form.*

*To compete in a power to weight restricted class, you must submit your new classification form prior to the first event of the new season in which you intend to compete. Anyone registered in TT1-TT6 for the 2026 season whose 2026 classification form along with ALL dyno testing data with 50 RPM breakdown of the highest HP pull out of the 3 pulls and their dyno certification form does not appear in the compliance database will be placed in TTU or TTGT until their classification form and compliance documents are both submitted, reviewed by Roy or Brendan, and deemed accurate/compliant.*

- 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 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](mailto:timetrial@nasa-se.com) so that we are sure to update the impound log for your vehicle to reflect the most recent and accurate information.
- If you make changes to your classification form during the season, please **DO NOT** submit an entirely new form. On the email confirmation you received for your 2026 class form submission, you will see 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 2026 classification form, there is a link for you to follow that provides you instructions for obtaining the necessary access to update your form.

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

[EDIT MY FORM](#)



- **CHECK THE COMPLETION DATE ON YOUR DYNOSTESTING AND DYNOCERTIFICATION FORMS AT THE START OF EACH NEW SEASON**

You should already be aware that per the TT1-TT6 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 TT 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 2026 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 or TTGT class until the situation has been satisfactorily remedied per the TT rules.

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](https://members.drivenasa.com/forms/TT_dyno_certification_form.pdf)

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 operating a compliance/testing race shop, so he knows and understands the classification process better than almost anyone. You can find David Farmer on Facebook at <https://www.facebook.com/DavidFarmerRacing/>, by email at [DavidFarmerRacing@gmail.com](mailto:DavidFarmerRacing@gmail.com), or 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 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/>. You can also find the most commonly used resources on the NASA-SE Time Trial info page at <https://nasa-se.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 MUST prioritize 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 safety items are required per the rules; however, if you have earned a full or provisional TT license in NASA-SE, it is in part because you demonstrated the appropriate level of instinct for self-preservation. Prioritizing the addition of safety gear is one way to appropriately utilize that instinct.

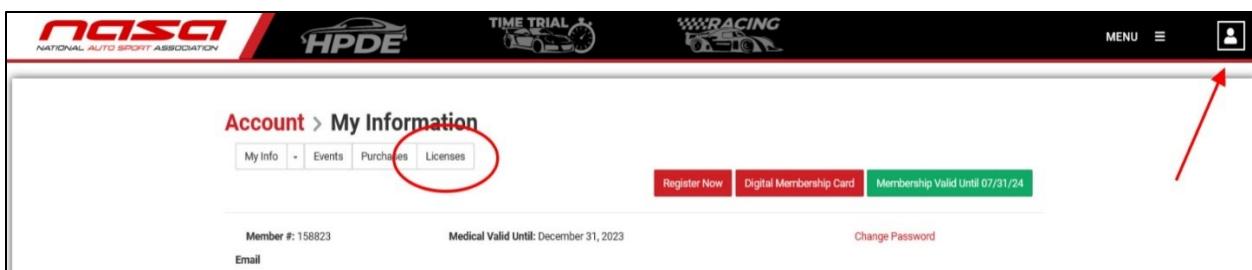
Please be aware that while having the afore mentioned additional safety gear is not a requirement to compete in Time Trial, if you are competing with nothing but your stock seat, 3-point seatbelt, and a helmet, you should expect to be publicly shamed and ridiculed at random times for doing so.

### Licensing

**DO NOT FORGET TO RENEW YOUR TIME TRIAL LICENSE FOR 2026!** You should be prompted to renew your license when you go to register for your first race weekend of 2026 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.

# NASA-SE

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## REMINDERS & RULES EMPHASIS

### Car Classification

We saw an increased presence during 2025 of a mobile dyno at the track for compliance testing following on-track competition. We also continued to see great results 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 throughout the season, which is what we want to see, but those who chose to compete in different classes also followed the procedures outlined below, which is greatly appreciated.

For the 2026 season, we must continue to be able to ensure that any changes made to vehicle power levels matches up with the corresponding classification forms. This is why we will continue to remind all new and returning competitors of the expectations placed on them. As such, throughout the 2026 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 2026 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 2026 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/viwgWtC3AQ0QAJPIO>

**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 are not using throttle body restriction plates, and you do NOT 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, or other means to change the power levels of 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. 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 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 and plan accordingly to be able to do so.

### **NEW SEASON, SAME EXPECTATIONS**

As we go into the new season, please remember that 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.

We also rely just as much on you for feedback as we do on the NASA-SE officials implementing changes to let us know how everything is or is not working. As always, please don't hesitate to give us feedback to [timetrial@nasa-se.com](mailto: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 TT Alpha/Omega run groups format came to be because of you all providing us feedback, 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 we see from all of you.



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](mailto: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, competitive and fun program for all competitors in NASA-SE Time Trial in 2026 and the years to come.

See you at the track,

Brendan Shattles & Roy Parsons  
Your NASA-SE TT Directors  
[TimeTrial@nasa-se.com](mailto:TimeTrial@nasa-se.com)  
<https://nasa-se.com/time-trial/>