



NASA-SE Time Trial Competition Format

First Session on Saturday

- First session of the day on Saturday is going to be gridded by your historical fastest lap time at each track going back 12 months. If you do not have an official time on record with TT at a track, or it has been more than 12 months since you last recorded a competition TT lap time, you will be gridded behind all the cars with a recorded lap time. After the first session, thereafter, you will be gridded based upon your best lap time during the first session.

*NOTE: If you miss the first session, and you did not have a prior lap time upon which to base your grid position from the first session, then you will be gridded behind all cars that recorded a lap time until such a point that you have a lap time to be used for gridding purposes. If you WERE gridded based on a prior lap time and you miss the first session, it will be carried over to the 2nd session of Saturday, but **ONLY** once.*

- Due to the large size of the TT fields in NASA-SE, the drivers decided in 2024 that they wanted to employ a split group format that gave them more opportunity for a fast lap without traffic, but at the expense of track time. As such, you will note on the schedule that there are TWO TT run groups: TT Alpha and TT Omega. You will be informed at the Saturday morning TT driver's meeting in which of the two groups you will compete. These groups are intended to lump the faster cars together in one group, with the slower paced cars in the other group. TT Alpha is typically going to be TT1-TT3, with some TTU cars intermixed, and TT Omega is typically going to be the TT4-TT6 cars, with some TTU cars intermixed. However, this is subject to change since one class with an oversized presence can cause a shift of the groups to balance the numbers, so please pay attention at the meeting to your TT run group.
- You will exit the pits and do an out lap at a pace set by the leading car or by a safety/pace car, which is typically 45 mph. The entire field must stay as close together as possible. This is important because by staying close together on the out lap up until the lead grid spot car begins to accelerate, you ensure that the front running cars have at least a lap or two before catching the cars at the rear of the field. At Road Atlanta, you have front running cars turning laps in the 1:20's, and back of pack cars in the 1:50's, so it doesn't take long before the front runners are catching the rear of the field.
- Since you are under double yellow on the out lap, you are allowed to scrub your tires and heat up your brakes. Most cars will aggressively scrub tires all the way around the track until the point where everyone starts to tuck in close to the car in front of them just before taking the green flag. In colder ambient temps, many drivers will also drag their brakes on the first session to get some heat into the rotors, so be sure to anticipate that.
- Somewhere at or before the last turn, the lead car will begin accelerating up to speed. The goal is to come out of the last corner and come to the start/finish line at full speed to maximize the first lap. As each car in front of you accelerates to take the green, give them space (typically 5-6 car lengths) as you accelerate to the green flag.



- There is a NASA National TT rule that NASA-SE strictly follows which states that **the first green flag lap in EVERY session is NO PASSING unless you get a point-by from the car in front of you.** The purpose of this rule is to guarantee each driver at least one complete lap without traffic. Since each driver is operating under this expectation, not following the rule can have disastrous consequences. It is for this reason that anyone caught passing on the first green flag lap without receiving a point-by will incur harsh penalties, up to and including suspension of participation in TT for the remainder of the weekend. Handle yourself accordingly.
- After the first lap is complete, you can pass anywhere without a point-by. Most NASA-SE TT drivers are safety conscious and courteous enough to continue giving a point-by, but it is not mandatory. Remember: knowing what the other driver is going to do is the best way to mitigate the possibility of a mishap that will likely ruin the session for both of you.
- When you are ready to pit in, and the session is still under a green flag, you **MUST** continue running hard until you get to a safe passing area. Then pull off the fast line and let people go by so you do not affect their lap. The important thing is to stay out of the way of the cars still charging hard for a fast lap time. Few things will incur the wrath of another driver (or the TT directors with whom they lodge a complaint) more than for a car on a cool down lap to ruin the flyer lap of fellow competitor, so watch your mirrors and adjust your speed through turns accordingly. When you are going to pit in, **do not forget** to signal your intent to drivers behind you (closed fist with arm out the window).

All Other Sessions Throughout the Weekend

- A grid sheet will be provided to the grid entrance official that will have all cars lined up by their fastest lap of the day. This is important because it is the fastest lap for each competitor thus far for the weekend. It can change from session to session as people put down faster times. You can also be in a situation where a car has changed tires where they are now slower yet still gridded in front of you. Most drivers in NASA-SE are courteous enough to tell you this and may tell you to grid in front of them.
- If you skip a timed competitive session, you will be gridded at the back of the next session when you go out. For example, you drive in the first session, skip the second one, and go out for the third, then you will be gridded after all those cars with a time from the previous session.
- At most events, there is a gentlemen's agreement to let someone go in front of you or behind you on grid if you know a car is faster or slower than you. Most TT drivers know each other well enough that you communicate your intentions and expectations for the coming session and get it figured out on grid. If someone missed several sessions for whatever reason and asks to start in front of you because they are faster, and you know this to be the case, it's in the best interest of both parties for you to let him do so. Putting down a fast lap means being able to drive the fastest line with minimal passing or being passed.
- The first session on Sunday morning will be gridded based upon the overall finishing position lap times from Saturday.



TIME TRIAL TARGET (TTT)

- TTT is an Open class for all TT vehicles and competitors and does not rely on any vehicle classing rules. All vehicles participating in Time Trial will automatically be entered into the TTT competition. This new innovative class will allow all drivers to compete against each other with the goal of being the most consistent between their fastest lap of the day and their next three fastest laps, using the fastest two laps of each session as the source for the data points. A driver is qualified for the TTT podium as soon as there are at least four (4) lap time data points (requires a minimum of two completed laps from two different sessions). However, the driver can continue to improve their TTT position by running additional sessions. All TT sessions that are not disqualified (DQ'd) will count towards TTT, including practice sessions that do not count toward regular TTU/TT1-6/TTEV competition.
- TTT results will be tabulated by NASA's proprietary program after each session and posted along with usual session results. The TTT results will show the competitor's fastest lap time, and then the 2nd fastest, 3rd fastest, and 4th fastest lap times along with the "Delta" (Δ) for each. The winner will be the competitor with the smallest summation of those three Delta's.

TIME TRIAL GOALS

As Directors, our goals for you and your successful integration and participation into this program are as follows, in order of importance:

1. **SAFETY** – We have had the best possible weekend when you and your car return home in the same condition in which they arrived. When that is not possible, our concern is that you walk away to compete another day. Your car can be replaced. You cannot.
2. **FAIR COMPETITION** – We always aim to facilitate a fair, rules-based competition environment. We set expectations with you so that you have no excuse for not knowing what we expect. The TT rules are expected to be followed to the letter. We trust that you all are strictly adhering to the rules, but we will always verify that you are following the rules. If we have missed something, tell us. We can't be in all places all the time and can't get better if we don't know what we don't know. If you have a camera in your car and see something, bring it to us, and we'll address it.
3. **HAVE FUN** – If you aren't leaving the track on Sunday having had a the most fun possible with your clothes on, then either we are not doing something right, or you may need to revisit your priorities. No one is relying upon their weekend TT competition results to feed their families. We are there to have fun together in our shared love of motorsports, self-improvement as a driver, and camaraderie with our fellow drivers and their families. If you're not having fun, then we need to know so that we can figure out what it will take for you to do so.

We are here for you guys and if there is anything in our power that we can do to improve your experience in Time Trial, we want to know. If you have a complaint, let us know. Just know that when you have a complaint, we like to hear solutions as well, so bring both to the table. Our door is always open, and you can always reach Brendan and/or Roy at TimeTrial@nasa-se.com.

Your NASA-SE Time Trial Directors,

Brendan Shattles & Roy Parsons