



Qualifying to Compete in NASA-SE Time Trial

The following is a step-by-step outline of the requirements and process for obtaining a NASA Time Trial license which is required for competition in NASA-SE Time Trial.

EXPERIENCE AND VALIDATION

First and foremost, to be able to compete in NASA-SE Time Trial, you need to be experienced at the High-Performance Driver Education (HPDE) 3 level, possess a NASA wheel to wheel competition license, or have approved equivalent experience with other racing and/or track day organizations. Regardless of your prior experience, if you have never participated in a NASA-SE event before, then for your benefit and safety, we will ask that you complete at least one full NASA weekend at the HPDE 3 or 4 level so that you can identify and adapt to any differences between how NASA conducts things, both on the track and overall, versus what you may be used to. While the core principals may be the same, there are often differences in the expectations of drivers given certain circumstances on track such as flags displayed and when there is a disabled vehicle on track.

At this point, you will need to complete the online Time Trial License Application, where you will need to list your relevant track experience for (at least) the prior two years, in addition to any licenses you may hold with other racing sanctioning bodies. The application can be found at the following: <https://form.jotform.com/drivenasa/license-application>. The license application will be held in a pending status until we have first vetted and confirmed your listed experience, you complete and pass your required check ride, and you have successfully completed your provisional license period.

Provided you have the required level of experience and receive prior approval from the directors via your submitted online application, you would then need to schedule to complete a check ride so that we can make an initial assessment of your driving capability, track awareness, safety mindedness, and familiarity with procedural processes like flags, on-track etiquette, managing faster and slower traffic, etc. You will need to register in HPDE3 (or HPDE4 if instructing) for the weekend that you have been instructed that you will complete your check ride. If you have not done so already, make sure you submit the check ride request to Julie Pantas (registration@nasa-se.com) well in advance of the desired weekend. We must know going into a race weekend so that one of the TT Directors, or an experienced instructor who has a TT license that we designate, will know to plan on getting with you the designated weekend. **Please be sure to have a passenger seat in your car for the check ride.** If you do not have a passenger seat, please notify us ahead of time and in some circumstances, we may be able to see about making other arrangements.

You should be aware that passing a TT check ride is not guaranteed. Like anything else that involves a tryout, a check ride is intended to determine whether you are ready for TT

by ensuring that your safety awareness, driving habits & capabilities, and attitude are where they need to be before we allow you on track in a competition setting. If you noted the absence of any mention about how fast you are, it was intentional. We are looking for assurance that you know what you are doing to be able to safely compete in Time Trial, not set a track record. It is not uncommon for us to encourage a driver to continue their development as a driver in HPDE and providing them with feedback on what is missing to altogether or some degree, which we would need to see from them to safely compete in TT. We will never send a driver away without a plan of action geared towards helping them to achieve their goals. That can include multiple driving habits observed that need polishing for consistency or it could be as simple as making a correction to observed behavioral deficiencies not consistent with expectations. Our drivers competing in TT expect us to ensure that anyone we put on track with them has the right qualifications to be there, and we take that obligation very seriously.

NOTE: If you decide to compete in TT the same weekend that you successfully complete your check ride, you **MUST GO TO REGISTRATION** and see Julie Pantas so that your registration can be changed from HPDE to TT for the weekend.

Upon successful completion of a check ride, you will be required to pay a \$30 TT License fee the first time you register for an event in your designated TT power/weight restricted class or TTU. Approval of the online TT license application will be held in a pending status until the completion of your provisional license period, consisting of two (2) full days of competition without incident. Upon successful completion of the provisional license period, your TT license application will be moved from a pending status to an approved status, and your full TT license will be processed and mailed to you by the NASA national office.

PROVISIONAL LICENSE PERIOD

The provisional license period encompasses two (2) days, or one (1) full NASA-SE weekend, during which time you are expected to:

- Participate in ALL available Time Trial track sessions for the full duration of the allotted time for the session. This consists of four (4) total sessions on Saturday (morning 15-minute warm up/qualifying + three (3) 20-minute timed competition sessions) and three (3) total 20-minute competition sessions on Sunday. If you cannot complete all the TT track sessions on one day of a NASA weekend, let one of the TT Directors know and the two (2) full days can be broken up into multiple NASA event weekends if necessary, to fulfill the provisional license requirements.
- Complete both of those days without any incidents such as spins, going 4 off track (unless it's to safely avoid contact with another vehicle), black flags, complaints lodged by other drivers about unsafe driving or rules infractions, yellow flag violations, red flag procedural violations, and any incident resulting from failure to maintain your vehicle as expected (lug nuts, low tire pressure, etc). Any incidents occurring on track during your provisional license period will be addressed on an individual basis before determining whether you may be directed to spend additional time in HPDE 3 or 4 honing your skills before resuming pursuit of the

requirements for a Time Trial License. In the event it is determined that you need more time to develop in HPDE, you will be provided with feedback on what skills you should seek to gain greater experience during that time.

If you have questions or need clarification about any of these requirements, please let us know at timetrial@nasa-se.com.

In summary, we are not interested in seeing how fast you are or where you finish during the provisional license period but in seeing that you are fully capable of competing without jeopardizing the safety of other drivers or yourself. We are all out there to have fun, but the only way we can do that is by ensuring that every single driver is 100% on the same level and ability regarding safety, rules, and expectations placed upon each driver. You will get to know your fellow TT competitors and their abilities as time goes on and with that comes the knowledge that each driver is going to be predictable on the track. Knowing that the guy in front of, beside, or behind you is going to react the same way in a given situation is critically important, and those skills are what we are looking for you to exhibit during the provisional license period.

We pride ourselves in the fact that our goal every NASA TT weekend is to ensure that we are fair and transparent, that the expectations we set with our drivers are met, and that everyone leaves each weekend having had fun and with their equipment and person in the same condition they were upon arrival. If that is what you are looking for, you will be a great addition to NASA-SE Time Trial. If you have any questions, do not hesitate to reach out to us. See the additional details to follow for vehicle and driver requirements prior to and including competing in your first NASA-SE TT weekend.

Brendan Shattles & Roy Parsons
Your NASA-SE Time Trial Directors
TimeTrial@nasa-se.com

REQUIREMENTS FOR TIME TRIAL COMPETITION

Once you have obtained your TT license, or during your provisional license period if you choose, you will need to have the following requirements met or documentation submitted to be able to compete in a NASA-SE TT event in one of the power to weight ratio classes (TT1 – TT6):

(TIP: You have the option to compete in the TTU class at any point during your provisional license period and entirety of the season. TTU requires no dyno testing, dyno certification, or classification forms since it is an unlimited class in all respects. It is there to allow a competitor to drive what you have, as you have it, without the confines of class restrictions. Many provisional licensees opt for TTU during their license period to allow focus to be entirely on learning the TT competition format and classing system while cleanly executing the 4 days of the provisional period. However, class markings reflecting TTU are still required on your vehicle during competition)

VEHICLE REQUIREMENTS

- You need to have a **total of four (4)** NASA decals on your vehicle; one for each side. If you are not competing for any contingency awards, this requirement is reduced to a **total of two (2)** NASA decals. NASA decals can be obtained for no charge at vehicle tech or driver registration at any NASA event.
- You need to have one (1) car number on each of the driver and passenger side door of the vehicle displayed with numbers that are **10 inches** in height, and in a contrasting color to that of your vehicle, for a **total of two (2)** 10-inch car numbers.
- You need to have one (1) car number displayed on the front, and one (1) on the rear of your vehicle that are **4 inches** in height, and in a contrasting color to that of your vehicle, for a **total of two (2)** 4-inch car numbers.
- You need to have a **total of four (4)** class markings on your vehicle that are **4 inches** in height and in a contrasting color to that of your vehicle. One class marking should be displayed on each of the doors beside the 10-inch numbers, one on the front of the vehicle, and one on the rear.
- You will need to have a transponder in your vehicle for timing and scoring purposes. You can choose to rent a transponder when you register for each event or until you decide to purchase one of your own. If you purchase a transponder, it should be an AMB branded transponder, commonly sold under the “MyLaps” model of direct wired and rechargeable units. NASA-SE members receive a 10% discount with Discovery Parts, so that may be your best option. <https://discoveryparts.com/search?controller=search&s=MyLaps>
- You need to complete a technical inspection of your vehicle at each NASA event as you did in HPDE unless you opt to complete an annual Time Trial technical

inspection. Go to <http://nasa-se.com/tech-inspection/> for details on how to obtain your annual technical inspection so you can skip HPDE tech at the track for the remainder of the season.

- The *minimum* safety gear requirements for Time Trial are the same as with HPDE. However, we ***HIGHLY ENCOURAGE*** you to not spend another dollar on the performance of your car until you have upgraded the safety equipment of your car and that of the driver. We strongly suggest that at a *minimum*, you have a containment seat, 4-point to 6-point camlock harness, and some form of head and neck restraint device. The best way to figure out what may work for you is to talk with other TT drivers around the paddock in similar vehicles to yours, see what they are using, and ask questions.
- If you elect to compete for any of the contingency sponsor awards, you will need to check the requirements of each program for number and placement of their sponsor decals. See <https://prizes.drivenasa.com/contingency-programs-by-series/> for details on contingency programs and requirement.

CLASSIFICATION & DRIVER REQUIREMENTS

Before being able to compete in a NASA-SE Time Trial weekend, you will need to complete the following steps (unless competing in the TTU class where dyno testing and car classification is not necessary):

Note: All official NASA rules, class rules, forms, and documents can be found at:
<https://members.drivenasa.com/rules>

- You will need to have dyno testing completed on your vehicle, the requirements for which are outlined on the [NASA Official Dyno Certification Form](#).

(TIP: If you make zero changes to the power output levels of your car, then a dyno certification form and associated testing data can be reused for up to three (3) years from the date that is reflected on your current dyno certification form)

- You will need to complete the online [NASA TT Car Classification Form](#) for your vehicle to be able to designate the class for which your car complies, and to be able to upload your dyno certification form and results. Your classification form and dyno certification & testing data will automatically be uploaded to the [ST/TT Car Compliance Database](#) where it will be publicly accessible by all competitors.

(TIP: When populating your horsepower and vehicle weight numbers in the classification form, put the highest horsepower and lowest minimum competition weight figures that are theoretically possible for your car instead of the actual power and weight numbers. This allows you to make small changes to the car throughout the season and not have to redo your classification form each time unless changes you make result in your car moving into the next class up or down.)

- Once you receive your Time Trial license, scan, or take a photo of the license and submit it to the TT Directors at timetrial@nasa-se.com. We must keep a copy of each competitor's license on file throughout the season.
- If you plan on competing in Time Trial with another driver as a team, you must submit your [team declaration form](#) and complete your [team profile form](#), then submit them to registration@nasa-se.com before your first competition event.
- Review and familiarize yourself with the [NASA Time Trial Rules](#). While not the most stimulating reading material, you will find additional rules and requirements that while not specifically listed here, are none-the-less important.

THINGS TO REMEMBER

Most importantly, we want every competitor to have fun, be safe & courteous, be respectful to your fellow competitors, and remember that NASA Time Trial is NOT wheel to wheel racing. You are trying to obtain the best lap time possible, which you will not be able to obtain by going two or three cars wide through a turn. A perfect TT session would have zero cars passing one another up until the front cars catch up to those in lower powered cars.

Always keep in mind that one of the great things about TT competition is that the start/finish line always signifies a new opportunity to put down your fastest lap. While it may be frustrating to have a flyer lap scrubbed because you encounter traffic, just remember that there are plenty of laps and opportunities left in the weekend for you to make it up.