



**Northeast Grassroots Touring
Northeast GT (NEGT)
Rulebook**

**Version 1.0.1
November, 2023**

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1) INTRODUCTION

Welcome to Real Clean Racing with Northeast GT

Northeast GT stands for Northeast Grassroots Touring (NEGT), and NEGТ exists to bring real, clean racing to the road racing circuits of New England and the Northeast. NEGТ presents the Northeast GT Cup, a strictly no-contact racing championship.

For drivers new or returning to wheel to wheel racing, the **Northeast GT Race School** helps drivers make the transition from HPDEs and time trials to full wheel-to-wheel. Drivers who successfully complete the race school may compete in the NEGТ Cup race(s) that weekend.

The NEGТ Cup kicks off in 2024 with 6 rounds of racing. A Round 0 event will be held at Canaan Motor Club with GT Race School and open practice/testing only. The first 5 rounds of racing will feature single class racing with open practice/early qualifying and a GT Race School on day 1, a 2-hour race on day 2, and another 2-hour race on day 3. Finally, Round 6 will conclude the inaugural season at Watkins Glen - a Friday practice/qualifying day will be followed by a 6-hour multi-class race Saturday and Sunday.

Primary Rule

Because Northeast GT intends to provide fair competition while preventing cost creep, rules creep, and cheating, and with the realization that no set of rules can cover all situations and possibilities, Northeast GT authorizes our officials to enforce both the letter and intent of the rules. This means that ***no matter how many loopholes you think you've found, the officials always rule in the interest of fairness and safety for all.*** To that end, the decisions by the officials are final and are not subject to interpretation or negotiation, though suggestions and feedback are always welcomed.

Evolution

We will keep what works, and discard or improve what doesn't. We're just a couple of track-day and racing junkies looking to host some awesome competition, while demystifying the transition from track days to wheel-to-wheel racing. ***Expect that this rulebook may change in order to best serve the series.***



2) EVENT FORMAT

Northeast GT hosts 3-day events featuring the NEGT Cup and GT Race School:

- **Day 1 - GT Race School + NEGT Cup practice / early qualifying**
 - GT Race School: progressive 1 day race school with on-track, pit lane/paddock, and classroom sessions (typically 4 x 30 minutes) + a graduation race
 - NEGT Cup: Open practice/early qualifying - 4 x 30 minute timed open passing sessions

- **Day 2 - NEGT Cup 2 hour race**
 - Each class gets its own race group
 - 40 to 60 minute qualifying session
 - 120 minute race

- **Day 3 - NEGT Cup 2 hour race**
 - Each class gets its own race group
 - 40 to 60 minute qualifying session
 - 120 minute race

- **Round 6 at Watkins Glen**
 - Day 1 Friday: open practice / qualifying (*GT Race School not available*)
 - Day 2 Saturday: 1 hour warmup + 6 hour multi-class race
 - Day 3 Saturday: 1 hour warmup + 6 hour multi-class race

GT Race School

The GT Race School (GTRS) is intended to both promote experienced drivers into wheel-to-wheel racing as well as serve as a great place for current wheel-to-wheel racers to either refresh their skills. Drivers who already know-it-all can still take advantage of the GT Race School, using the on-track activities as a warmup for the race weekend.

Typically held on day 1 of an event weekend, the Northeast GT Race School offers classroom sessions to help drivers understand what to expect when transitioning to wheel-to-wheel settings as well as paddock sessions to help drivers learn hands-on about pit lane, fueling, driver swaps, and other endurance racing, team driving, and paddock etiquette and safety. And of course, on-track sessions progress throughout the day towards a graduation race.

With successful completion of the Northeast GT Race School, drivers may participate in future Northeast GT wheel-to-wheel sessions, including sessions that weekend.



Northeast GT Cup

NEGT presents the Northeast GT Cup, a strictly no-contact racing championship with six rounds of racing. The first five rounds feature two 2hr races per round, one each day (two mandatory “driver swaps”, teams of 1, 2, or 3). The sixth round at Watkins Glen features extended-length multi-class endurance racing, featuring two 6hr races, one each day (four mandatory “driver swaps”, teams of 3, 4, or 5).

Open practice/qualifying - ‘early’ open practice/qualifying typically occurs the day before a race weekend in addition to a single qualifying session the morning of each race day. The best lap time across all qualifying sessions will determine the grid order for the first race. Grid for the second race will be determined by the best lap time from race 1 OR the best qualifying time from the stand alone qualifying session held prior to the race, whichever is faster. If multiple races are held the same day, i.e. without an additional standalone qualifying session, grid order will be determined by fastest lap run in the previous race.

Starts are typically double-file to begin each race, unless Northeast GT officials opt for a single-file rolling start (typically in inclement weather/conditions). **Re-starts are always single-file**. In all cases, the pace car will lead the pack at approximately pit lane speeds (35mph) until Northeast GT officials determine it is safe to start, typically after 2 laps before a start or after the situation/incident/vehicle has been cleared before a restart. The lights on the pace car will be turned off on the final caution lap, and then it will return to the pits. After the pace car returns to the pits, the pack shall remain at the pace set by the pace car, and in formation, until the green flag is waved and the race is officially started/restarted. A green and yellow flag together indicates the race is being started/re-started under yellow/caution condition.

2 Hour Race, Driver Change Rule: 2 driver swaps required per race. The first driver swap may not occur in the first 20 minutes of the race (measured by the race start time and the time the driver crosses the pit entry line) or in the final 20 minutes of the race (measured by the time the driver crosses the pit exit line and the race end time). Race end time will be specified and announced before each race. Additionally, there must be a minimum of 20 minutes between the 2 stops (measured by the time the driver cross the pit exit line to begin the stint until the driver crosses the pit entry line to end the stint). For teams with 1 driver, or for teams wishing to ‘double-stint’ a driver, that driver must exit the vehicle, close and latch the front door, and cross over the pit lane wall before returning to the vehicle. Otherwise, the stop will not count towards the required driver change requirement.

Round 6 @ Watkins, 2 x 6 hours, Driver Change Rule: 4 driver swaps required per race. All other driver swap rules above apply.



Yellow-purple-red. In racing, cautions lead to cautions. And red flags can lead to bad wrecks. In an effort to bring the entire racing pack down to a stop in a controlled manner, Northeast GT briefly go full-course yellow to bring all drivers' attention to the flagging stations, then display a purple Code 35 flag to bring drivers down to a slow (approx. 35mph) pace, and then finally go red to bring all drivers to a controlled stop on-track, off-line, and in view of a corner station.

Each vehicle needs to be equipped with 2 AMB transponders.

Competitors are responsible for providing their own MyLaps and/or Westhold Transponders, and for providing an accurate transponder number to Northeast GT at registration.

Mount the transponder as low to the ground as possible with an unobstructed view of the track below. Do not mount near heat sources.

NOTE: Northeast GT is not responsible for any fault, misapplication or failure of transponders. Laps missed due to transponder failure will not be credited back under any circumstance. Transponders may be checked during practice, where available.

At certain events, NEGT may offer transponders for rent. However, transponder availability is not guaranteed.

Victory celebration - After all vehicles have exited the track, the overall winner may demonstrate their driving abilities at their discretion at the start / finish line.



3) NORTHEAST GT CUP CLASSIFICATION REQUIREMENTS

To compete in the Northeast GT Cup, vehicles must comply with all items outlined in section 6: Vehicle Requirements, and meet a factory power-to-weight ratio for each class:

$$\text{Minimum Competition Weight} = \text{Factory Rated Power} \times \text{Modifiers} \times \text{Cutoff Ratio}$$

- **Minimum Competition Weight** includes vehicle, fluids, full fuel level, AND the driver, gear and up to 250lb of ballast
- **Factory Rated Power** = (factory rated HP + torque in ft-lb) / 2; *highest performance version of the engine*
- NEGT Cup Class **Cutoff ratios**:

Supercup	7 : 1
GT Cup	10 : 1
Sunday Cup	14 : 1

- **Modifiers** = multiply by all applicable percentage-based Modifiers from table below

Category	Modifier	Value
Vehicle age	Golden Era boost - Competitors may use the oldest year of the specific make/model/submodel of the chassis	-0.5% per year pre 1999
	Modern Era penalty - Competitors may use the oldest year of the specific make/model/submodel of the chassis	+0.5% per year post 1999
Engine	Add turbocharger	+75%
	Add supercharger	+50%
	Camshaft with camshaft lift different from factory	+15%
	Displacement change = 100% x (new - original) / original displacement	+% change
	Compression ratio increase, per full point gained	+5% per pt
Drivetrain Layout	Front wheel drive	+0%
	Rear wheel drive (<i>live/solid rear axle only</i>)	+0%
	Rear wheel drive	+2.5%
	All wheel drive/4x4	+5%
	Mid engine layout	+1%



Category	Modifier	Value
Transmission and Gearing	Any stock or custom H-pattern manual gearbox (with or without auto-blip) with clutch pedal OR proper auto/slushbox	+0%
	PDK, DCT, modern 8+ spd automatic, or similar	+5%
	Race sequential or custom transmission with dog engagement	+7.5%
Differential	Any differential that uses the OE housing and is not externally adjustable; custom mounts allowed	+0%
	Does not use OE carrier and/or is externally adjustable	+5%
Tires and Wheels	200+ treadwear tires only; Tire must not protrude from the fender opening/flare as viewed from the top	+0%
	Any tire width >225mm (Sunday Cup), >245mm (GT Cup), >275mm (Supercup)	+2.5%
	Any tire width >255mm (Sunday Cup), >275mm (GT Cup), 315mm (Supercup)	+5%
	Any size Wheels, aluminum or steel wheels (no exotic materials)	+0%
Suspension	Shocks/struts/dampers with remote canisters	+2.5%
	Unlimited suspension, including Modifications beyond use of OE mounting points; <i>line item above no longer applies</i>	+7.5%
Exterior & Aero	Minor aerodynamic mods that do not alter the silhouette of the vehicle, such as hood/fender/roof venting and bumper trimming	+0%
	Wing only - rear wing, no wider than the fenders	+4%
	Club Aero - the following items are allowed: <ul style="list-style-type: none"> Rear wing - no wider than the rear fenders Front splitter - 3" from bumper skin, no wider than front fender, may include undertray that extends to front axle Front canards that extend no wider than fenders <i>*must be applied for cars equipped with factory aero</i> 	+6%
	Ground Effects Aero - the following items are allowed: <ul style="list-style-type: none"> Side skirts Rear Diffuser Flat bottom 	+3%
	Unlimited aero, including full body kits and active aero; no piece of body work may extend wider than the fenders; <i>aero items above no longer apply</i>	+10%



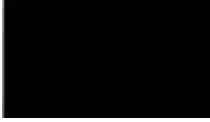
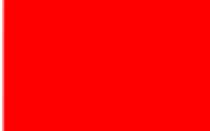
4) Northeast GT Cup RACING RULES

Real clean racing. It's our slogan, and it's what we expect of every single driver, every single lap, every single Northeast GT wheel-to-wheel session.



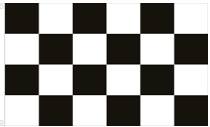
The Northeast GT Cup is a **no-contact series**, *not* a "rubbin's racin'" kind of series. No dive-bombing, no sneaking into the "vortex of danger", no closing the door on another driver, no forcing another driver off track, no blocking, no driving over your head, and no driving in a manner that would make another driver want to avoid driving around you for fear of contact.

Northeast GT officials will refer to, but not be limited by, the following racing principles and guidelines in determining fault and remediation related to on-track incidents.

1. **Avoid contact - leave racing room: enough space for an entire car + a tire width, always;** take any reasonable measure to avoid contact, **including yielding position(s)**; no bumping, tapping, nor leaning.
2. **You can be held responsible for your mistakes** - not all spins, fishtails, and off-tracks are "innocent" if they cause an incident or another driver to take evasive action.
3. **Off-track and returning** - if your vehicle leaves the racing surface, you must not impact the race when rejoining; if you are on-track, you still need to allow space for rejoining.
4. **Straightaways** - lead driver is allowed to make one move after exiting the previous corner; additional moves in reaction to the car behind done for the sole reason of preventing a pass are prohibited.
5. **Brake zone/turn-in/apex/exit** - racing room must be left for any driver alongside throughout the entire corner.
6. **No dive-bombing** - no driver may force themselves alongside another driver in a corner; drivers making a pass in a corner should already be alongside during braking.
7. **Leave an out** - drivers must always leave themselves an "out" when engaging in traffic.
8. **114% rule** - During official qualifying or race, any driver who fails to lap within 114% of the leader, may not be allowed to start or continue to race; further participation for that particular car/driver is at the discretion of Northeast GT officials.
9. **Blue Flags** - if you're getting lapped, yield position and do not battle with the other car.
10. **Obey all command flags**

Flag	Expected Behavior	
Standing Yellow	No passing until crossing the plane of the next flag station showing Green ; likely vehicle/incident/situation off-line; max pace: 90%.	
Waving Yellow	No passing until crossing the plane of the next flag station showing Green ; likely vehicle/incident/situation on-line where taking evasive action may be required; max pace: 50%.	
Full-Course Yellow	No passing until crossing the plane of the next flag station showing Green ; be prepared for changing track conditions; catch the pace car and/or pack at no more than 90% pace, unless Waving Yellow then max pace: 50%.	
Black and pointed	Vehicle being pointed at needs to return to pit lane. Check-in with Northeast GT Official before returning back on track.	
Black all stations	No passing; All vehicles return to pit lane.	
Red/Yellow Debris	Debris, fluid, dirt, car parts, wild life, etc. on-track. Situation may change lap-to-lap; drive with caution. Debris flag will typically be brought-in after 2 laps. <i>Informational flag - race status "green" in absence of additional flags.</i>	
Red	Immediately look around and make sure it is safe to stop. Then, safely come to a stop, off the racing line, and in view of a corner station.	
Purple Code 35	All vehicles slow to 35mph, maintain distance from the car ahead, and be prepared for a red flag. Northeast GT uses the Purple code 35 at all stations to slow the field and give a heads-up that a potential red flag may be imminent.	
Blue	Faster traffic approaching. Stay on-line and predictable, and/or yield position, but do not drive defensively or battle for position.	



Flag	Expected Behavior	
White	Slow moving vehicle ahead; drivers expected to slow down sufficiently AND move-over to give room to emergency and/or slow-moving vehicles.	
Green	Race/timed session is on. Occupied flag station without a flag = Green.	
Checkered	Race/session is over. No passing; return to pit lane.	

Pit lane and Paddock speed limits

Pit lane: 35mph

Paddock: 5mph

Track Damage

All “track damage” from any incident, including barrier damage, oil-downs or fuel spills will be billed to the competitor deemed responsible for causing the incident. Determination of fault will be at the sole discretion of Northeast GT staff and officials.

Cameras

Forward and rearward facing, functional cameras are REQUIRED. Video should show driver’s hands, if possible. Live/streaming video systems are recommended to also include local storage to a SD card or USB stick. Video may be requested by officials at any time for the purpose of reviewing incidents to determine fault. Video is required to dispute lap/contact penalties with officials. Video must be presented to an official within 20 minutes of the end of the race or qualifying session. Competitors involved in an incident that fail to provide video may be found at fault if available evidence is inconclusive / incomplete. If a competitor brings video to race control to dispute a call, video must be queued to the correct time and the team must be able to prove video is correlated to the incident. See supplemental rules for additional information regarding submission.



Remediation & Penalties

Remediation will be situationally specific and may include, but is not limited to: a warning, mandate to swap positions, lap(s) removed from the race, time penalty added on to the end of the race, grid spot penalty for the next race, DQ from the current and/or next race(s), DQ from all races at an event, and/or ban from future events. Any and all warnings and penalties are final and non-negotiable.

- **Contact, incidental** - there is ***no such thing as incidental contact*** in the Northeast GT Cup; drivers are supposed to leave space for each other all the time, and a buffer of a tire width of space is to always be left between cars.
 - Suggested Penalty Range: See *contact, avoidable* and *contact, unavoidable*.
- **Contact, unavoidable** - even with rule #1 and all drivers leaving each other a tire width worth of space, situations may unfold that cause vehicles to make contact
 - Suggested Penalty Range: none up to mandatory driver change
- **Contact, avoidable, first offense**
 - Suggested Penalty Range: minimum 2 lap penalty up to driver ejection
- **Contact, avoidable, second offense**
 - Suggested Penalty Range: minimum 5 lap penalty up to driver ejection and team disqualification
- **Reckless driving on-track**
 - Suggested Penalty Range: minimum mandatory driver change up to driver ejection and team disqualification
- **Speeding or reckless driving in Pit lane or Paddock**
 - Suggested Penalty Range: 1 lap up to driver ejection and team disqualification
- **Fueling violation**
 - Suggested Penalty: 1 lap
- **Passing under yellow**
 - Suggested Penalty: 1 lap for each vehicle passed
- **Missed black flag**
 - Suggested Penalty: 1 lap for each lap where black flag is missed
- **Other rule violations**
 - Suggested Penalty Range: Northeast GT official discretion

Northeast GT officials may opt to issue a warning for a single instance of a single minor infraction (except for contact, which is not to be considered a minor infraction).

Following a race weekend, competitors found to have violated racing rules multiple times, may lose their ability to participate in future Northeast GT sessions. In some cases, the competitor may be invited to participate in the Northeast GT Race School as a path back into Racing with Northeast GT. In other instances, in particular where Northeast GT officials deem it unlikely that the competitor will change their behavior that lead to the penalty, then a full ban will be applied.



5) NORTHEAST GT CUP CHAMPIONSHIP RULES

The Northeast GT Cup is a 6 round, 12 race, points-based driver and team championship. Best 7 individual races count (up to 5 drops).

Points payout per race

- 40 points for a win
- 1 point for each position
- Minimum 3 points
- Must finish at least 50% of race laps
- Must not be disqualified
- Round 6 @ Watkins Glen: 2x points per race

Full points schedule:

40 (1st), 39 (2nd), 38 (3rd), 37 (4th), 36 (5th), 35 (6th), 34 (7th), 33 (8th)
32 (9th), 31 (10th), 30 (11th), 29 (12th), 28 (13th), 27 (14th), 26 (15th), 25 (16th)
24 (17th), 23 (18th), 22 (19th), 21 (20th), 20 (21st), 19 (22nd), 18 (23rd), 17 (24th)
16 (25rd), 15 (26th), 14 (27th), 13 (28th), 12 (29th), 11 (30th), 10 (31th), 9 (32th)
8 (33st), 7 (34nd), 6 (35rd), 5 (36th), 4 (37th), 3 (38th), 3 (39th), 3 (40th), 3 (41st), 3 (42nd)...

If Northeast GT officials end a race before the scheduled race duration, 40% of scheduled race duration must be achieved for race points to count towards Championship.

Tie breakers

If there is a tie in championship points, the championship position tiebreaker is awarded based on finishing position in the final race of the season:

1. # of wins, regardless of drops
 2. # of 2nd place finishes, regardless of drops
 3. # of 3rd place finishes, regardless of drops
- Final tiebreaker: Best lap time run in the final race of the season



6) VEHICLE REQUIREMENTS

All vehicles participating in Northeast GT wheel-to-wheel sessions, including the Northeast GT Race School, must meet the requirements below.

Car Eligibility

- Any production vehicle (mass produced, VIN tagged, or intended for street use) of any year that is sold in any market

Bodywork and Chassis

- Materials are unrestricted; however, all body panels must be present
- All exterior skin and chassis structural integrity must be retained - firewalls, floors, and inner wheel wells must remain
- Maximum 250lb ballast may be added and must be securely mounted
- No major modifications are allowed to the chassis, frame, unibody, floor, firewall, etc.
- Roofline and pillars must be retained on non-convertibles
- Any aerodynamic device or addition cannot extend beyond the tires
- Lighting is only mandatory during dusk, night, and/or inclement weather sessions
- At least two (2) operating brake lights are required
- Rain light required - one BRIGHT red, rear marker/rain light; FIA-style rain lights are highly recommended; Rain light must be disabled if it is not raining or at night
- Glass may be replaced with Lexan or polycarbonates
- Driver and passenger front windows must be down and preferably removed
- Sunroofs may be retained if not made of glass, or removed and openings covered
- At least one (1) functional wiper is required if it is actively raining
- Windshield must be present
- Mirrors: One functional side view mirror on each side of the car and one interior rearview
- Forward AND Rearward facing, functional cameras are required
- Convertible hard tops are allowed but must be present
- Appearance and damage - cleanliness is not required, but no "junkyard" or demolition derby cars

Class and Numbers

- All vehicle identification needs to be in contrasting color to the livery
- 8" or taller numbers must be displayed on each side of the vehicle
- 6" or taller numbers must be displayed on the windshield and rear of the vehicle
- Northeast GT provided series decals and sponsor decals must be displayed front and rear and on both sides of the vehicle
- No duplicate numbers - Northeast GT has the right to assign or reassign numbers at their sole discretion



Safety

- Roll cage required - equivalent to those generally required by sanctioned amateur endurance and sprint organizations. See details below.
- Fire Suppression Systems are required for Northeast GT Endurance sessions and must be FIA technical list # 16 or 52, or SFI 17.1, must be within current service dates, and there must be an activation point within easy reach of the driver(s) when seated and belts are tight (ideally a location that can be activated outside the car by safety personnel)
 - An automotive-rated fire extinguisher is acceptable for Racing School
- Fuel cells are allowed if properly installed and maintained; fuel cells greater than OE capacity must use displacement blocks or otherwise achieve the maximum fuel capacity below
- Fuel capacity is limited to the greater of the following, either:
 - OE fuel capacity for the chassis, OR
 - Fuel Capacity in gallons = $((\text{factory rated HP} + \text{Torque}) / 2) \times 0.05 + 5$
- Firewalls must be present between the fuel cell/fuel tank/fuel filler neck and the driver, and between the engine and driver. Any holes or gaps must be closed or sealed.
- Master switch required - switch location should be easily located and deactivated by the driver(s), crew member, or safety worker. The switch must isolate the battery from all circuits and must interrupt the ignition circuit. Positive terminals of the switch must be insulated. A "Master Switch" decal with the universal "lightning bolt" and the word "OFF" must be displayed on the exterior as near the switch as possible.
- Battery shall be properly secured with a clamp or hold down. Ratchet straps and cam lock straps are not permitted. The positive terminal must be insulated. If mounted in the cockpit, batteries other than AGM or LiFePO4 must be enclosed in a battery box (Marine style or similar).
- 5, 6, or 7-point racing harnesses with current FIA or SFI rating are required to be installed and used per manufacturer specifications. Webbing must not be stretched, cut, frayed, or deteriorated from weather. Sub belts and lap belts must be attached to structural members or bolted through the floor with minimum 3" diameter backing washers or plates. Shoulder straps shall be properly secured to the harness bar.
- Window nets must meet SFI 27.1 specification for ALL CARS not running lexan windows and should be installed to manufacturer specification and be updated at two-year (2yr) intervals from the date of manufacture.
- Driver seat: One-piece seat with a rigid shell, designed specifically for auto racing is required. The seat must be securely mounted at a minimum of four points at the base. If bolting through the floor, minimum 3" diameter washers or backing plates are required. Seats that don't have a current FIA rating must have a seat back brace installed if the seat back will be more than 3" from the harness bar for any driver. Back brace can be adjustable and must not present a risk to the driver by its design or installation.
- OEM Safety: Ignition and steering locks shall be disabled. Airbags shall be removed.
- All fluid carrying lines must be secured in such a way that no abrasion occurs to the line



- Chemical agents used to “soften” a tire or modify the properties of the rubber are not permitted
- Exhaust must be secure and leak free (reminder that it MUST meet track-specific sound limits)
- Tow hooks must be installed securely on the front and rear of the vehicle
- All cars must make attempts to minimize antifreeze in the cooling system

Roll Cage Requirements

Every vehicle is required to have a properly built roll cage. Generally, existing roll cages used in NASA, SCCA, and other national road racing sanctions, if properly built and inspected, will be accepted for use in wheel-to-wheel sessions with Northeast GT. For vehicles being fitted with a new roll cage, Northeast GT recommends referring to the roll cage requirements outlined in the **NASA Club Codes and Regulations**, which will be referenced by Northeast GT officials during roll cage inspections.

In addition, Northeast GT requires a minimum roll cage tubing size of 1.75" x 0.120". Any cages built with a 1.50" diameter or 0.095" thickness, regardless of vehicle weight, will be heavily scrutinized and admitted on an exception basis only.

Homemade cages will fail at the event if they are not built properly regardless of what other series passed the cage.

Final Authority on whether your cage passes a safety inspection or not lies solely and completely with the race officials. ***If the cage is deemed unsafe at Northeast GT's sole discretion, it will not be allowed to race.***



7) DRIVER REQUIREMENTS

All Northeast GT drivers must:

- Be at least 18 years old, or specifically accepted by Northeast GT with proper waivers, and guardian present at event
- Hold a current valid state driver's license
- Attend all required orientation meetings, drivers meetings, etc.
- Complete self-tech driver safety gear form - and wear all the safety gear all the time
- Not be banned or suspended from any other racing series
- Be in good general health, not under the influence of alcohol, controlled substances or prescription medications that may impair judgment and/or coordination

Northeast GT wheel-to-wheel competition Driver Requirements - Any of the following are accepted as sufficient racing credentials by Northeast GT:

- Successful completion of Northeast GT Racing School
- Racing license issued by SCCA, NASA, BMWCCA, PCA, NARRA, Vintage
- FIA, IMSA or other professional sanctioning body license
- Completion of other nationally or internationally recognized racing schools (Roos, Bondurant, Barber, GT Academy, etc.)
- Endurance event (WRL, AER, etc.) - 2 hours or more of seat time, with proof of race(s)
- Budget/entry-level (Chump/Champ, LeMons, etc.) - 8 hours or more of seat time, with proof of race(s)

In rare exceptions, the following racing-related experience may be considered, but requires written series approval. Only a driver with a robust combination of the following types of experience may be substituted for the items above:

- HPDE instructor and/or open passing,*
- Time Trial/Time Attack,*
- National or globally-recognized sim racing series championship, and/or*
- Competition karting license (WKI, IKF etc.) - NOT recreational karting*

Northeast GT Race School Driver Eligibility - Any of the following are accepted as sufficient experience to attend the GT Race School sessions:

- HPDE instructor and/or open passing*
- Time Trial/Time Attack*
- Budget/entry-level racing*



8) SAFETY GEAR REQUIREMENTS

FOR ALL WHEEL-TO-WHEEL SESSIONS

ALL DRIVERS AND CREW MUST MEET THE FOLLOWING TECH GEAR REQUIREMENTS :

The following items are the minimum required driver and crew safety gear in order to participate in Northeast GT wheel-to-wheel sessions.

- Helmet:** Full-face with visor (face shield). No structural damage. Rated Snell SA/SAH-2015 or newer for drivers. Visor down during fueling.
 - Crew may substitute open face helmet** meeting current FIA standards
- Suit:** Fire-retardant racing suit rated FIA 8856-2000 (or later), or SFI 3.2A/5, or higher. SFI 3.2A/1 suits may be worn with SFI 3.3 rated underwear top and bottom. The suit must be in good condition - no holes, oil stains, etc.
- Nomex Balaclava:** An SFI 3.3 or FIA 8856-2000 rated balaclava is required for fueling and firebottle crew personnel.
- Gloves and Shoes:** SFI 3.3/5 & FIA 8856/2000 rated gloves & shoes are required for all drivers, and crew members involved in fueling.
- Socks:** SFI 3.3 or FIA 8856/2000 rated socks are required for drivers, and crew members involved in fueling.
- Neck Protection:** Drivers must wear an FIA 8858 or SFI 38.1 rated Head and Neck restraint and must carry an in-date certification.



9) PIT LANE

Fueling/Pit Lane

- General
 - Fueling will take place on Pit Road only during hot track
 - Driver must not be present in the car during fueling; driver must exit the car and close and latch the door before fueling may begin
 - All spills shall be cleaned up immediately
 - No working on the car during fueling - working on the car includes any physical contact (person or object) made with the vehicle, except for performing fueling
- No one may cross the Pit Wall onto hot pits until their car comes to a complete stop in the pit box.
- No more than five team members, including the driver, may be over the wall at any time during a pit stop
- During fueling, all persons on the “hot” side of the pits wall must wear approved fire-retardant suits, gloves, shoes, and helmets with visors (face shields) down. Pit-crew type or open face helmets are allowed with FIA or SFI 3.3 rated full face balaclava and goggles for crew members who are not fuelers or fire bottle operators (no air gaps or exposed skin/hair around goggles).
- Fueling shall not begin until the engine is off, the driver is out of the vehicle with the door closed and latched, and fire bottle attendant is in place
- “Fueling” begins when the first fuel jug crosses the plane of the pit wall. Fueling is finished when the last fuel jug crosses back over the plane of the pit wall. Fueling rules are in effect during this time. Fire bottle operator must be in-place before fueling begins and must remain in place until fueling is complete. Vent / overflow jugs are excluded and must be clearly marked with bright tape labeled “vent only” and may serve no other purpose.
- A team cannot have more than one fuel jug over the wall at a time - no staging of jugs or tools in hot pit or wall.
- No Spill Rule: Fuel spills are not permitted on the pavement. A catch pan, drip pan or absorbent mat must be used where fuel may spill onto the ground. Pans or mats must cover a minimum of 3 sq. ft. in area and/or have a minimum capacity of 3 gallons. All pans must contain an absorbent material covering the bottom of the pan. Spills will be cleaned up immediately. Liquids will be disposed of properly. Teams may be penalized and/or fined for excessive fuel and oil spills on the asphalt.
- The Fireman’s sole function is to man a fully charged and inspected 10lb fire bottle while fueling is in process, approx. 10’ from the fuel port on the hot side of the pit wall facing oncoming traffic if possible. Fireman must stay in place until the last fuel jug has crossed back over the pit wall.
- With the exceptions of servicing cool shirt boxes, radios, driver drink bottles, cameras or cleaning windshield no work may be performed on the car during fueling. Due to static discharge, windshield tear-offs shall not be removed until fueling is completed and fuel port is closed



- Only fuel jugs designed for storing and transferring gasoline by hand may be used to fuel the car. Dry-break fittings are permitted. Jugs will be clearly marked at the 6 US gallon level and will not be filled beyond that point. The narrowest point of the hose, nozzle or funnel spout must be no larger than 1.000" inside diameter and made of a solid material. Fuel jugs determined to be noncompliant via go/no-go gauge will result in a 1 lap penalty per fueling stop from the beginning of the race until the jugs are in compliance. Fuel shall not be at or past the point of restriction while being transferred between the cold and hot side of the pit wall. Jug vents may be modified but must not spill fuel. Fuel jugs must be leak free at all times.
- A quick disconnect (QD) or dry break (DB) may be used to collect fuel vapors/overflow. This shall be its only purpose and the fitting must be rated for fuel. Vent QD/DB must terminate into a container rated for fuel and must not leak. For any cars utilizing a QD/DB for overflow, no larger than 1.000" restriction must be in place between QD/DB and container.
- NO PRESSURIZED SYSTEMS. Any fuel delivery system found by officials to be unsafe will not be allowed.
- Cars leaving and arriving at their pit boxes with improperly attired or strapped-in drivers will be penalized, 1 lap minimum, per Northeast GT officials' discretion

Tire Changes

Tire Changes in the hot pit are restricted as follows, which may be waived by Northeast GT staff if weather conditions change during the race (i.e. rain):

- One tire tool or one impact wrench allowed in the hot pit (excluding torque wrench(es)).
- Only manually operated floor jacks may be used.
- Two wheels may be lifted off the pavement at a time
- Total of 5 tires may be in the hot pit at any given time, including tires mounted on the car.

Working on cars

Teams are allowed to make minor repairs to the vehicle during pit stops, except during fueling. Teams may not bring anything larger than a portable hand tool, rag, small part, or similar over the pit wall at any time. Teams may work on their vehicle in pit lane for no more than 10 minutes. At that time, any further repairs must be completed in the paddock.



10) SOUND, PROTESTS, & COMPLIANCE

Sound

This series races in New England where sound restrictions require vehicles to be muffled. Nevertheless, all competitors must meet event-specific sound requirements for the entirety of the event. Depending on the nature and frequency of the sound violation(s), competitors may be asked to make modifications to their vehicles, may not be allowed on-track for their next session, and/or may be disallowed from returning to the track for the remainder of the event. Up to two warnings will be issued for sound violations.

Protests & Compliance

Any and all protests, whether related to vehicle classification or on-track behavior related to the Racing Rules, must be submitted to Northeast GT officials within 20 minutes after the checkered flag.

Racing Rules

Northeast GT officials will be watching the race and will proactively investigate incidents/contacts as well as if reported by drivers, teams, Northeast GT staff, corner workers, or seen on broadcasts. Nevertheless, drivers are expected to report all contact to the race director/Northeast GT officials.

Engine Protests

Engine camshaft lift will be measured by a caliper and compared to factory specifications. Camshaft to be verified in cases of a protest submitted by a competitor at the event.

Engine displacement will be verified via a cubic-inch tester tool. Displacement to be verified in cases of a protest submitted by a competitor at the event.

Engine compression ratio will be measured by a compression tester tool. Compression ratio to be calculated and verified in cases of a protest submitted by a competitor at the event.

In all cases, factory engine specifications to be referenced. Engine to be identified by serial number.

Modifier Protests

Modifiers are to be declared by the competitor and will be visually inspected during safety and tech inspection. If a competitor protests another for having incorrectly applied Modifiers, a Northeast GT official will re-inspect the vehicle in question. Vehicle chassis to be identified by



VIN. If the chassis was available in an identical configuration in an earlier year, then the earlier year may be used. Engine to be identified by serial number.

Competition Weight Protests

Minimum competition weight is to be measured with driver, gear, fluids, and full fuel level. If a competitor protests another for having run below their competition weight, a Northeast GT official will weigh the vehicle in question.

Fuel Capacity Protests

Teams will be notified and must be prepared to pump out vehicle fuel systems post race (Equipment needed to pump out, fuel to fill completely, etc). In the case of a protest, the vehicle in question will be filled-up with fuel, fully pumped out, and the fuel measured.

It is free to inform Northeast GT officials of a potential violation of the guidelines outlined in the Racing Rules section above. In all non-Racing Rules related protests, a protest must be filed by a protestor, and the protestor must pay a protest fee.

If a protest is successful, the protestor will be refunded the protest fee, the competitor being protested will be disqualified from the event, and the competitor being protested must pay the protest fee in order to compete in a future Northeast GT event. If a protest is unsuccessful, the competitor being protested retains their results, and Northeast GT retains the protest fee.

Protest fee: \$250



Appendix X. WARNINGS, DISCLAIMERS AND OTHER INFORMATION

Racing involves inherent risk to life, limb, and property. You are participating of your own volition and at your own risk. Northeast GT makes no guarantee, promise or assurance of, or in regard to your health or safety.

Racing is physically, mentally and emotionally demanding and can aggravate or complicate existing or underlying medical conditions. Only you and your doctor can assess your physical fitness for road racing. If you know you have or have any reason to suspect that you may have any health-related issue that could be triggered or aggravated by this activity, seek your physician's advice before getting in a race car! Despite the extraordinary advances in safety technology and all industry-standard safety precautions, auto racing carries an inherent risk of property damage, personal injury and even death. Observance of, and strict adherence to safety requirements, instructions, rules, and precautions can help reduce, but not eliminate, these risks. Do not rely on inspections to ensure your car/equipment is safe. Any given safety item could be rendered ineffective at any time between inspections due to misuse, damage, negligence or other factors unknown to race officials. You and only you are responsible for your safety, including adhering to the safety regulations set forth in these rules and observing common safety practices. By attending a Northeast GT event, all participants acknowledge that they are participating at their own risk, and hold harmless Northeast GT LLC, its owners, officers, officials, associates, contractors, venues, sponsors and assigns.

Everyone entering the premises where a Northeast GT event is taking place will sign the Liability Release form before entering the property. By attending and/or participating in a Northeast GT event, each person agrees, acknowledges and avows that he or she has read and understands this rulebook, and has signed the Liability Release form. In plain English: Under no circumstances should anyone participate in Northeast GT event or any motorsports event without fully understanding the rules and risks; you understand, avow and affirm that the organizers are not responsible for anything that might happen to you before, during and after the event; and you agree that you understand and accept the risks involved and hold the organizers, officials, track, etc. harmless, accept all liability, and covenant not to sue the organizers, staff members, venues or safety workers. If the thought of that is not acceptable to you, your family and/or your attorney, please do not participate in motorsports.

Northeast GT is in no way responsible for injury or loss. You, as an individual, are responsible for providing adequate medical insurance for yourself, or in the absence of such, you are responsible for any medical bills you may incur as a result of attending or participating in an event whether Northeast GT carries any supplemental medical insurance or not. Likewise, you and only you are responsible for property damage caused by you and/or caused to you. Northeast GT will not reimburse you for loss or damage to your car or other property or mediate between parties. If you damage the facilities at a venue rented by Northeast GT, you may receive a bill. If you wreck someone else's car, that's between the two of you.



The Rules governing the series are subject to change at any time to address safety issues. Series officials will apply the Rules as evenly and professionally as humanly possible. There will invariably be times where an issue is not specifically covered by a rule. In that case, the officials will exercise their discretion and common sense in the interest of safety and fairness to all.

Northeast GT may deny entry to or eject from the premises any car, team member, spectator, or attendee at any time for any reason related to personal or public safety, illegal activity, risk or damage to the series, staff or participants, or the orderly conduct of the event.

Entry fees, rental fees, gate fees etc. are non-refundable. Northeast GT reserves the right to change event dates, times, schedules and formats and/or cancel events for any reason within our control or outside of our control. If we cancel an event, we will transfer entry fees to another event, refund fees or otherwise do our best to make you whole. If you cancel, you may receive a partial credit, but you will not receive a refund. However, no refund or credit will be given if you cancel after an event's registration is closed. This includes if your team falls apart, the car falls apart, or your car expires after the start of the race.

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