

Memorandum

Note- Schedule Included (see below)

To: All teams entered in the 6 / 25 Hours of Thunderhill

Note: All rules apply to both 6 and 25 Hour Teams, unless otherwise noted.

From: Jerry Kunzman, Event Director

Changes noted in highlighted text. Check back periodically for rule adjustments.

Supplementary Rules and Regulations

- 1) ALL DRIVERS MUST BE UTILIZING A HEAD AND NECK RESTRAINT DEVICE CARRYING AN SFI 38.1 certification label or HANS devices with FIA 8858-2002 certifications. THERE ARE **NO EXCEPTIONS**. A **CURRENT LIST CAN BE FOUND HERE: <http://www.sfifoundation.com/manuf.html#38.1>**
- 2) No participant may **test**, or drive in any kind of event, at Thunderhill Raceway Park from November 24th (inclusively) through November 30th (inclusively). The track will offer testing December 1st and 2nd. Please contact the track regarding testing: 530-934-4455 x 0
- 3) ALL teams must check in with **NASA Registration**. Registration will open at 12 noon on Friday at Thunderhill Raceway Park and will be located on the first floor of the main building, unless otherwise posted. Registration CLOSSES at 8pm on Friday. Any team failing to pickup up their registration package by 8pm will be excluded from the event; no exceptions.
- 4) **Crew credentials** will be enclosed in the registration packages that are picked up at the track. All drivers and crew must display a racing license or a crew credential at all times. No access to the pit lane (hot pits or cold pits) will be allowed unless the person is wearing an event credential (crew or media) or is a registered driver displaying their license.

Note- "Pitlane" refers to both the "cold pits" and the "hot pits." Any person found in the pitlane without possessing a proper credential, but has been issued one, will cause the team to be penalized by a stop and go penalty. Any person found in the pitlane without a proper credential that has not been issued one, will cause team to be penalized by a 30 minute stop and go penalty. Any team found to have an unauthorized minor in the pitlane will be disqualified.

- 5) Only the first floor of the **main building** will be open to participants and guest. No one other than officials may enter floor 2, 3, or 4 during the race, unless requested to do so by an official.
 - a. NO DOGS INSIDE THE MAIN BUILDING on any floor (seeing-eye dogs excepted).
 - b. There are no bicycles or other "vehicles" allowed in the building.
 - c. No smoking in the building. This is against California law, and you may be cited.
 - d. Please take care of the building. Do not cause damage! That includes leaning against walls, thus leaving marks.
 - e. Please note the strict Paddock Rules (VERY IMPORTANT):
http://www.nasapracing.com/norcal/events/paddock_rules.pdf
- 6) Each car is required to have **TWO AMB transponders**. Transponders may be purchased before the event from I/O Port Racing (800) 949-5712. Additionally, there will be a small supply for sale at Registration at the track. All teams will be required to use an additional AMB transponder for back up timing. Clarification- teams are responsible for using obtaining and using two transponders. This can be done by borrowing one from one of the other drivers on the team, since most drivers have their own racecars.
- 7) **Access to the paddock** is covered in Appendix A of this document. Any team arriving before entrance is allowed shall not use a BBQ, hunt, make excessive noise, operate motor vehicles of any kind, and must not leave any trash and/or waste water behind. ALL vehicles MUST stay on the pavement!
- 8) The raceway management will address **violations of any track rules** and / or policies. Such things as, property damage (littering, leaving used tires behind); inappropriate transportation (roller-skates, etc); etc. will result in penalties that are beyond the control of NASA. Please be aware that teams may be warned, fined, or even ejected by the raceway management. If any problems of this type occur, it would be best to

notify the NASA Event Director immediately, so as to help mitigate the situation in the best manner possible.

- 9) There will be some **video recording** (or NASA in-house production) as well as a number of magazine writers present. Speedcast TV Productions will be shooting for the Versus Channel broadcast. Therefore, in keeping with the spirit of NASA, we expect to see only professional behavior at all times. Unprofessional, unsportsmanlike, and aggressive behavior will be cause for immediate and harsh actions, including fines, and/or ejection.
- 10) The **“matching team uniform”** rule will be enforced. If the team dons all white t-shirts, that would be sufficient. Please take this seriously. Team members with non-matching uniforms may not be allowed entry to the hot pit lane. Anyone needing uniforms may contact www.gogogear.com.
- 11) All cars MUST display **four (4) NASA decals** while on track. The decals will be given to any team in need of them, free of charge. Because of this, there will be no excuse tolerated for not having the required decals. A team WILL BE BLACK FLAGGED for not having the required decals. NO EXCEPTIONS. Decals may be obtained at registration during registration hours.
- 12) There is a **sound limit** of 95 dBA MEASURED AT **100 FEET** (This is the same as 101 dBA at 50 feet.) This sound limit is in effect, and will be policed, for the entire event, including testing days.
- 13) Obnoxious and / or blinding **lights** will be subject to “adjustment” per the rules. **No roof mounted lights allowed.**
- 14) **NASA will assign pit spaces.** Teams may not be given a choice of space. Teams will however, be allowed to make a request to pit next to other teams.
- 15) There is a 25mph **speed limit** in the pitlane. The officials should signal drivers to slow down, if they feel that they are over 25mph. If this signal is obeyed, there should be no penalty. The officials’ objective is to help all teams enjoy their experience safely, not find ways to issue penalties. So, they will do their best. **Speeding in the pitlane** will warrant penalties. Those will range from a warning to a timed stop and go at the discretion of the race director.
- 16) There is **no gate fee** or admission charge for this event for participants. Please note- The track may charge for spectators (\$10 per person for admission) starting at 9:00AM on Saturday morning. Any personnel with your team coming in after 10am on Saturday will just need to state the name of the team they are with.
- 17) There should be a 25-hour **countdown clock** mounted in a viewable location. This countdown clock will NOT be the official clock for the event, however we will attempt to synchronize it to show you the actual time as closely as possible. This is an added feature for your convenience.
- 18) NASA will be broadcasting **live Timing & Scoring** results throughout the pits and paddock. This live feed is accessible via an application for smart phones called “Race Monitor.” Additionally, the live feed will be available through the track’s WiFi system. There should also be an area in Race Central (main building, 1st floor) to view the current standings live. Do NOT go to T&S during the race unless asked to do so by an official or a NASA official gives permission. The link to the URL for live timing will be posted on the main page for the event: www.nasa25hour.com and covers most, or all, of the paddock. There might be a subscription fee for using the internet. Note- NASA will continue to support the MaxStream 900Mhz R-Monitor platform, however we do not recommend getting one. ***Please see Appendix D for more details.***
- 19) All teams must **declare a UHF frequency** that they will monitor so that the Race Control tower may contact that team. Two way communications will take place on this frequency, thus saving the team a trip to the Race Control Tower. This communication frequency will be tested at tech, so bring your radio gear.
- 20) General instructions and information will be broadcast to the teams monitoring **FM 92.3**.
- 21) No access to the fourth floor **Race Control Tower** will be given, unless the person has the proper credential outlined in Appendix B of this document. A team member may enter the Race Control floor to contact a Race Director, but then must immediately leave. Also, a team member is prohibited from using a team radio while in the Race Control room.
- 22) Drivers from other countries with a valid FIA road racing class license are welcome. However, all drivers are required to have a reasonable **command of the English language** so far as communication for racing and racetrack conduct is concerned. Any driver and/or crew that lack this command must have an interpreter present as needed.
- 23) There will be two **mandatory parade lap sessions** on a shortened track during the lunch period of each test day. The purpose of these sessions is to confirm properly working transponders. Each entrant must participate in a least one lunch session parade lap on either Thursday and/or Friday.
- 24) There will be an **open practice** session on Friday, from 4:45 PM until 5:15 PM, regardless of whether a team has previously signed up for testing.
- 25) The Race Director intends to provide a **qualifying** session on Friday, between 5:15 PM and 5:45 PM.
 - a. Those drivers that wish to be on track from 4:45 PM until 5:45 PM for the practice / qualifying session, and have not previously registered with the track for testing that day, MUST sign in with the track office. There will be no fee; however each driver must follow this rule when applicable.

- 26) The Race Director reserves the right to **change the qualifying method** at anytime. If something should prevent an accurate qualifying session, the Race Director may choose another system per the Endurance Series rules.
- 27) All teams shall have their car's **logbook** and presented and signed by a NASA tech inspector. Logbooks from other recognized organizations might be adequate, but must be cleared with a NASA inspector prior to the event. Contact information for the Chief Scrutineer: John Lindsey, jlindsey@drivenasa.com, 213-705-1120 cell.
- 28) All vehicles must conform to their **class' safety and preparation** rules. Class rules from these organizations may be allowed to compete: NASA, SCCA, JAF, BMW Club, FIA, IMSA, Grand Am, POC, PCA, ICSCC, and CASCC.
- 29) **Tech location** will be near the registration building under the permanent awning. All cars must be teched before the race either by presentation of the logbook and or by direct inspection if the car does not have a logbook from an approved sanctioning body. ~~Each driver will check in with tech and show their racing suit, helmet, gloves, shoes, and head/ neck restraint device meeting SFI 38.1.~~
- 30) ~~ALL drivers must obtain a tech sticker for their helmet. Bring your helmet to the tech area for inspection.~~
- 31) The team must **declare a class** for their vehicle. That could be a regular NASA class or another class recognized by another organization. In the case of the latter, the team **MUST** provide a current rule book for that class proving that their car meets those rules; in particular with regards to safety. No vintage style safety rules are allowed. The car must fit into a class from NASA, IMSA, Grand Am, SCCA, ICSCC, MCSCC, EMRA, or an FIA listed class. BMW Club Racing cars are approved safety wise, providing that they meet full NASA or BMW Club Racing published safety specifications.
- 32) **Addendum:** Changing of the tub (uni-body) or chassis is not permitted.
- 33) Certain **race cars that were made for road racing in other countries** than the United States may be eligible for competition in the 25-hour race providing that they meet with full FIA or JAF safety specifications.
- 34) **Pre-Registration will close** November 18th, 2011 at 1700 hours PST. **NO REGISTRATIONS WILL BE ACCEPTED AFTER NOVEMBER 18th, 2011**
- 35) All people in the pitlane (hot pits or cold pits) must be registered as a driver, official, media, VIP, or crewmember and be displaying the **proper identification** at all times.
- 36) **At the track- Drivers being added (or changes)** to a team at the track will be charged \$50 per driver per team in addition to any other applicable fees. Changes must be made before registration closes.
- 37) At the track **Crew Credentials** must be obtained from registration and will be charged an additional \$25.
- 38) The entire paddock from the ramp by the medical building all the way to the track shops will be pre-assigned for each team. A team may keep anything they want in their pre-assigned space, including street vehicles. **If NASA has to tow a vehicle parked in the wrong space, the team responsible for that person will be penalized.**
- 39) There is **additional "open" parking** space, and each vehicle is required to have a parking sticker. Free parking is located in the "drifting area" in the southwest corner of the property (near Turns 10 and 11).
- 40) **Drivers that do not possess a valid NASA** racing license, but possess a valid license from another sanctioning body, approved by NASA, that register at the track must submit all applicable paperwork and fees for a NASA license, plus an additional \$25 fee.
- 41) "Permanently" placed **catch pans, rugs**, etc. are not allowed. In other words, you cannot tape down a rug to the pitlane surface. The catch pan / device shall be removed after every stop.
- 42) All **rules contained in this supplement** and presented at the drivers' meeting supersede any conflicting rules found in the NASA Club Codes and Regulation and in the Endurance Series Rules.
- 43) **No "Rookies"** are allowed to drive in this event, except during the first six hours. A "Rookie" is a driver with less than eight (8) road races. Road races with other sanctioning bodies count. Time Trials, open track, lapping days, HPDE, instructor licenses, etc., do not count.
- 44) **Body Contact** will bring penalties. All body contact, as defined by the CCR, must be reported to the Race Director within 30 minutes of the incident. Incidences will be dealt with swiftly and penalties will be issued. If the Race Director is unable to determine fault, both cars may be brought in for penalties. Note- The penalty times may or may not be equal.
- 45) All teams **MUST** keep a **drivers log**. The log must show which driver was driving during which times. Failure to keep an accurate log will result in penalties.
- 46) Using **colored lights** to identify the team's car at night is permitted providing that the lights and colors do not confuse other drivers (e.g. no white light to the rear). No flashing or blinking lights are allowed.
- 47) No series points (WERC) will be awarded for the 25 hour portion of the race. WERC points will be awarded for 6-hour finishers.
- 48) **ALL FUEL MUST BE PURCHASED AT THUNDERHILL VIA THE GAS PUMPS.** The following Sunoco Racing Gas will be available (**as if November 1, 2011**):
 - a. 91 Octane Unleaded at **\$5.79**
 - b. 100 Octane Unleaded at **\$8.29**

c. 110 Octane Leaded at \$8.29

If you have special needs, the track will work with you. There will be a drop fee of \$50 per barrel for special orders outside the scope of this arrangement.

As a side note, keep in mind that by purchasing fuel at the track you are also helping to invest in the future growth of Thunderhill Park. The repaving of the track, additional paddock canopies, more paddock paving, reworked cold pits, etc. are examples of how you directly benefit from your fuel purchases at Thunderhill. Note- NASA gets nothing from the fuel sales.

- 49) You **must specify your estimated fuel** usage on the Vehicle Information Form. You will NOT be obligated to purchase that amount, but this will ensure that they have enough on hand. Make sure you specify what octane. If you have special needs not covered here, you can call the track at 530-934-5588.
- 50) **No duplicate car numbers** are allowed; no exceptions. Three digit numbers are NOT permitted. Car numbers will be assigned in the order that we received the Vehicle Information Form, NOT by order of entry.

Car number must conform to 18.1.1 of the CCR. Reflective numbers are allowed and encouraged. The passenger side (right side) door number must remain clean and visible to T&S. Teams are strongly encouraged to take a few seconds to wipe that number clean during a pit stop. Vehicles with hard to read numbers will be black flagged or not scored.

Excerpt from CCR 18.1.1 "The side numbers must be at least ten (10) inches tall with a one and a half (1.5) inch stroke and be of a contrasting color. The front and/or rear numbers must be at least four (4) inches tall. The distance between the numbers shall be as wide as the stroke of the numbers."

- 51) Teams shall clearly **mark their pit stalls** with their car number. The car number shall be displayed so that officials from the hot pit side of the wall can easily see the number. Flags, banners, and/or signs may be used. Attaching a sign to the track-side of the canopy is sufficient. Also, tape may be used on the vertical surface of the hot pit wall. This rule supersedes the NASA Endurance Series rules regarding marking pit spaces. Teams must remove all tape and signage before leaving the facility.
- 52) **The start** will be double file, unless otherwise announced by the Race Director.
- 53) **All restarts** will be single file.
- 54) Once the **green flag** is displayed at the starters stand (for a start or restart) passing may resume anywhere on the course that is not controlled by yellow or red flags. There should be a corresponding green light displayed in Turn 14, when the starter displays the green on the front straight.
- 55) All E0, E1, E2, and E3 cars are required to **drive to at least the main road** before pulling into their paddock space during the race. The intent of this rule is to prevent those teams in the aforementioned classes that have end pit spaces from making "fast paddock stops."
- 56) Penalties will be served by the **"timed" method** as outlined in Section 9 of the *Endurance Racing Regulations*. If black flagged, do NOT stop in your pit stall. Report to Re-entry for consultation or to serve your time penalty. If any work is performed on a car that was black flagged for a penalty, the driver will be sent out for an additional lap and must return to serve the full penalty.
- 57) A team representative **MUST be present in the pit stall** at all times when the team's car is on course.
- 58) NASA and track management reserve the right to make **any changes** to anything regarding the event, its operation, rules, scheduling, course configuration and direction, barrier placement, etc. with only so much notice as time allows.
- 59) It is required that vehicles in the ES and ESR classes run **amber tinted headlights**. This can be done with amber covers or amber-colored tape. Non- ES /ESR cars shall not use amber lights.
- 60) Vehicles conforming to rules that specify a **horsepower rating** may be checked for compliance at the track, on www.mcedyno.com. Teams are encouraged to check their rating on this dyno before the race to ensure compliance. Teams can contact them at 530-934-3237.
- 61) There is a flashing **red light** mounted on the top of the Turn 14 flag stand. This light will signal that the pits are "closed." This is simply a driver aid and should the light system fail, the driver is still responsible to adhere to the rules. Note- pits are "closed" whenever there is a full course yellow. Please the Endurance Racing Rules for a full explanation of the available options when the pits are "closed."
- 62) If the race is stopped due to **fog**, the entire field will be parked on track. The drivers will be allowed out of their cars. This action will stop the clock. When the race resumes, the clock will start again and continue until 25 hours has elapsed or 3 PM is reached. Under no circumstances will the race finish later than 3 PM on Sunday.
- 63) CCR Rule 15.12 of the CCR will be enforced, except as follows: **Tow hooks** will not be required to support the weight of the car. However it should be noted that having sturdy tow hooks will enable much faster tows.

- 64) All vehicles will **return to the pitlane** immediately following the checkered flag. A tech representative will give instructions to each team as to whether they should report to impound or not.
- 65) The **overall winning vehicle** will report to re-entry immediately following the race, for a checkered flag presentation, followed by some "overzealous driving" on the start-finish line. A victory lap is optional.
- 66) The overall **winning car will be driven to the main building** (tower) and be given prominent parking outside of the main building for the duration of the award ceremony.
- 67) The use of anything to raise the car in the pitlane other than a manual jack or a manually operated hydraulic jack is prohibited in E0, E1, E2, and E3 classes.
- 68) Cars competing in E0, E1, E2, and E3 with fuel cells may only begin the race with an **amount of fuel equal to or less than the maximum capacity of a stock fuel tank** for the year and model of their car. Cars with fuel cells in these classes must report to tech prior to the start of the race to prove that their fuel cell is filled to this level so that it may be sealed. Seals will be inspected on the formation grid and may be removed once the inspection on the grid is completed.
- 69) All entries using the mapping of the NASA Performance Touring (PT) classes are required to have competed in regional PT races, or NASA endurance races, scoring points in at least five events, prior to the start of the 25 Hours of Thunderhill Raceway. The "PT-mapped" vehicle entered in the 25 Hours of Thunderhill Raceway must have scored the five points events using the same vehicle, in the same configuration, during all five points events prior to entry.
- 70) The SCCA 99-00 SM (with 41mm restrictor plate running at 2450lbs) is classified as an E2 entry. Cars entering under MX-5 Cup may run with the hardtop, but that will incur a 40 pound weight penalty. If the hard top is only installed for part of the race, the car must weigh 40 lbs more in impound, even if the hardtop was taken off or broke off (e.g. in a crash).

MEMORANDUM

To: All Competitors

From: John Lindsey, Chief Scrutineer
Alan Blaine, Assistant Scrutineer

Welcome to the next running of the 25 Hours of Thunderhill. We will have Tech open for you on Thursday afternoon 12/1/11 from 2:00 p.m.-6:00 p.m., on Friday 12/2/11 from 7:00 p.m.-6:00 p.m., and then on Saturday 12/3/11 from 7:00 a.m. until the end of the race. We will be located in the south end of the paddock under the metal awning near the main tower building.

ALL CLASSES

Your car must have a logbook from one of the listed organizations in the Supplemental Rules found at <http://www.nasaproring.com/norcal/event/25hour/supps.pdf> or we will have to issue one for you. If you do have your logbook with a current annual inspection, please simply bring the logbook and the NASA self-tech form found here (http://www.nasaproring.com/images/rules-forms/form_race_tech.pdf) to the tech area and we will issue you the sticker required to get on track and note that you are checked in. **NOTE THAT IF YOU HAVE A CURRENT BOOK WITH CURRENT ANNUAL YOU NEED NOT BRING YOUR CAR TO TECH.** If you need a current annual but have a logbook, please bring the car to us and we will do this for you. If you have no logbook, please also bring the car to us and make sure you have reviewed the NASA CCR so you don't have any nasty surprises. We are also happy to answer questions in advance, so please do not hesitate to e-mail us with any issues or concerns you may have. We also highly recommend making an appointment with us in advance by e-mailing John at jlindsey@drivenasa.com so you will not have to wait in line to get your inspection done. There will be a fee this year for inspections with a \$50 charge for annuals and \$100 for new logbooks.

Competitors must also bring their team radio to tech so that we can make sure that we are able to reach you from the tower radio which will be in tech for testing.

For cars with fuel cells, we want to remind you that the installation should meet all parts of CCR 15.4, including:

There must be a solid metal bulkhead completely separating the fuel tank, fuel pump, fuel cell, filler neck hoses, and/or vent lines, from the driver compartment.

In the past, all drivers had to report to Tech with their helmet, head-and-neck restraint device, and driving suit. In the interest of simplifying the process, we will no longer require this so drivers **DO NOT** have to come to tech for a gear check. However, if a driver is caught in a car without the required safety gear, your team will be penalized appropriately.

E0, E1, E2, and E3 ENTRANTS

Some special rules will apply for entrants in these classes.

For any car in these classes with a fuel cell in place of the stock tank, the Event Director has elected to have these cars start the race with the stock capacity of fuel in the cell. If you have a cell in your car, you will need to visit us prior to the start of the race with documentation stating the car's stock capacity and a method to prove to us that the stock amount of fuel is in the tank. The method or proof is up to you but in the past competitors have either removed a fuel line to run the tank dry in tech followed by a fill to the correct amount or provided us with cell capacity and then drained down to the stock amount from full. Once you have accomplished this, we will seal your fuel filler which will be checked on grid prior to the race start.

We will again be implementing GPS measuring to ensure correct HP readings for all cars in these classes regardless of base classing. Expect to have TraqMate monitoring added to your car at some point during the weekend including testing sessions and also plan to visit the dyno after the race for a further compliance check if you are lucky enough to achieve a podium finish. Testing results will be confidential and not shared with other competitors.

Competitors in these classes should also plan to have crew available to assist with compliance checks in impound following the race. You may be required to tear down different components of your car to ensure we are crowning legitimate champions. If you have questions about legality of a given system or part before the race, please let us know so we can provide some guidance that can prevent pain at the end of the race.

To close, we will do our best to make sure you have a great experience and please do let us know if you have any questions in advance. Have a wonderful Thanksgiving and we'll see you soon at Thunderhill

Best regards,

John Lindsey
Chief Scrutineer
NASA 25 Hours of Thunderhill

Alan Blaine
Assistant Scrutineer
NASA 25 Hours of Thunderhill

Appendix A

TENTATIVE Schedule

(Subject to change without notice)

TENTATIVE

Wednesday:

Paddock access and setup from 5pm until 9pm. No entry after 9pm. (no race engines after 6pm, no exceptions!) Gate closes at midnight.

Thursday :

Paddock access 7am. From 7am until midnight teams should be allowed access to all areas of the paddock. It is the teams' responsibility to setup properly, in a proper location, and obtain approval from the event staff. Those teams that setup without approval may be ordered to move or make changes. We will attempt to start teching cars Thursday morning, even though tech does not officially open until Friday at noon. This means that we will tech your car early if you are ready. See tech section above.

Testing will start at 9am and run until 4:30pm with a one hour lunch break. Contact the track regarding testing: 530-934-4455 x 100. Lunch break – slow parade laps on shortened course to check transponders.

Friday:

Testing will start at 9am and run until 4:30pm with a one hour lunch break. Contact the track regarding testing: 530-934-4455 x 100. Lunch break – slow parade laps on shortened course to check transponders.

On Friday there will be an open practice/qualifying session at no charge from 4:45 until 5:45 for all teams. Qualifying will be between 5:15 and 5:45. If you did not sign up and register to test on Friday morning, you must sign up by 3:45 to run in the 4:45 to 5:45 session. (no exceptions)

Friday (cont):

12:00 PM – 9:00 PM NASA Tech opens.

5:45 PM – 5:15 PM warm-up / practice (95 dBA @ 100')

5:15 PM – 5:45 PM qualifying. (95dBA @ 100') [No race engines after 6pm!]

6:30 PM – Drivers and Officials meeting at Race Central. **Mandatory for at least the team owner or authorized representative.** Driver attendance recommended.

Registration closed at 8PM and will not reopen. Teams failing to pickup up the Registration Packs by 8PM will be excluded from the event.

Saturday:

9:00 – 9:30 AM Officials and Flaggers meeting at Race Central. (ANYONE may attend; driver's encouraged)

9:00 – 9:30 Pit Marshal meeting on the 1st floor of the main building.

9:00-9:15 Media Credential Holder Meeting. This is mandatory for all media.

9:30 – 10:30 AM Mandatory Pre-Grid. Any car not gridded by 10:30 AM will start in the rear.

10:40 – 10:50 AM All personnel to stand near their cars. No working on cars. Military announcements, demonstrations, etc. will take place.

10:50 – 10:55 AM Drivers belt in and prepare. Resume warming engines.

10:55 AM Five-minute board.

11:00 AM Pace car takes the track.

5:00 PM Sound limit warnings end and black flagging begins.

5:00 PM Checkered Flag for 6-Hour drivers.

Sunday:

12:00 noon Checkered flag.

1:00 PM Awards ceremony on the first floor of the main building. Water, beer, and wine will be provided. Note-awards times may be delayed due to tech-impound tear downs. If there is a significant delay, photos may be taken of award winners in various positions. This will speed things up and we will still have the correct photos no matter what.

Appendix B

Credentials

Media Credentials: All Media Credentials must be issued by the NASA office in advance of the event. Deadline to submit a media pass form is Thanksgiving Day. All forms received after that day will be denied.

1) Qualifications:

- a. Must have experience in photography of road racing events.
- b. Must be contracted by, or employed by, an approved publication, or
- c. May be "freelance," however must show evidence of published works.

2) Fees: There is a \$100 per ID fee. This may be waived for major magazine or television coverage / news stations, at NASA's discretion. This does apply to all freelancers, and those shooting online publications.

Media Credentials shall allow free access to the paddock, pitlane, and most off-limits / restricted areas of the track. Media Credential Applications are found here <http://www.nasa25hour.com>. Media Credential holders are required to attend the Media Orientation and pick up an Event Media Vest.

Crew Credentials: All Crew Credentials must be issued by the NASA office in advance of the event. See the Crew Credential Form, located here for <http://www.nasa25hour.com/> for more information. Crew credentials issued at the track will incur a \$25 late charge in addition to the regular fee. Crew Credentials will allow the holder free access to the paddock and pitlane.

VIP Credentials: All VIP Credentials must be issued by the NASA office. Deadline to submit a media pass form is Thanksgiving Day. All forms received after that may be denied at NASA discretion. VIP Credentials will allow the holder to gain access to the paddock free of charge, as well as, the pitlane and upper floors of the tower. VIP credentials must be approved. For approval, email your name, company, and your purpose to Jerry Kunzman jerry@drivenasa.com

Race Control: All Race Control Credentials must be issued by the NASA office. Deadline to notify the office for the need of a Race Control Credential is Thanksgiving Day. All NASA officials needing regular access to the Race Control tower will need to have one of these credentials. There is no charge for this. For approval contact Assist Regional Director, Robert Kinley Robert@drivenasa.com

Minor Credentials: All minors with legitimate positions on a team, needing access to the pitlane, must get specific approval from Nor Cal Regional Director, Jerry Kunzman. Anyone under 18 years of age is considered a minor and must obtain a Minor Credential in addition to a Crew Credential. There is no additional cost for this credential. Please contact Jerry Kunzman jerry@drivenasa.com.

Appendix C

TENTATIVE Services

NASA has contracted with or made arrangements with the follow support services for the event. NASA is not responsible for their services, quality of work, prices, or operating out. We are simply arranges these to help the teams when possible.

Tires/Wheels

American International Motorsports (AIM) Tires. Located at the track in the garages. They service most brands of tires. Please call long before the event it you will need to order tires. Contact information:

Ron Cortez
707-938-9193

<http://www.aimtire.com/>

Dyno / Services

MCE is located in the garages at the track. They offer dyno time as well as welding and custom fabrication services. NASA 25 hour special: **three dyno pulls for only \$59.95**. This includes air/fuel readings and can handle any all-wheel-drive. Phone: (530) 934-3237 and (530) 934-3269

Photography

Got Blue Milk .com will be taking professional photos for every team. Photos will be available for purchase on site.

Mini Mart

The track has its own mini mart featuring all the sundry items you may need such as microwaveable food, batteries, flashlights, jackets, tape, gloves, hats, medicine, drinks, etc. It will be open Thursday from 10 am to 3 pm; Friday from 8 am to 8 pm; and Saturday from 7 am until 1 am Sunday. It will re-open at 6 am Sunday morning and close at 2 pm.

Food

Please see below. Additionally, teams will be able to purchase pre-paid meal tickets in packs of five and ten. Purchases can be made at the Thunderhill Grill.

Appendix D

LIVE TIMING 2011

Over the past year we have tested a new system to deliver Live Timing(LT) to your computers, tablets and phones during the endurance races. Many of you have used it with great success.

For this event we will have to get some information from you to make the system accessible at all times during the 25 hours. The LT will be accessible via 3 ways.

1. NASA will deploy a local WIFI network which will allow teams to access LT network from the hot pits area. Each team will be allowed only one device(Laptop or Tablet or Phone) to connect to the LT network to ensure that the network will not get overloaded. To filter connected device we will need a wireless card's MAC address of your device. Please email me your Team Name and a MAC address of the device which you will be using to connect to the LT network by November 29th at 11:59PM. If you have multiple teams and cars under the same name i.e. Team Racing 1, Team Racing 2, you can have one device for each registered team. We recommend the use of laptops with WIFI connection from the hot pits because they have better wireless antenna than in your phones and tablets. The software needed to view the LT from your laptops is either:

- a. RMONITOR which can be downloaded from www.nasaproracing.com/downloads/RMonitor_setup.exe
- b. DSCORE which can be downloaded from www.nasarockymountain.com/Dscore.zip

If you decide to use your IPHONE, IPAD or an Android powered device you will need to purchase an App called Race Monitor(RM).

In order to connect to the local LT network you will need to Join one of the four wireless networks to which your team will be assigned (Timing 1-4). I will email network assignment on Tuesday the 29th. After you have successfully connected to the wireless network assigned to your team you will use IP address 192.168.20.1 to connect to the timing computer. NASA wireless network will not have Internet access and will be only used for LT.

2. The LT will be accessible via RM App and your phone's or tablet's Internet connection. After you have installed RM app, go to the directory and select 25 Hours of Thunderhill Race. Make sure your phone or tablet has 3G connection to the Internet. You can connect as many mobile devices as you want this way.
3. The LT will be posted on the website at <http://www.nasa25hour.com/live-timing-feed.html>.

We will test the LT system on Friday. Make sure to let me know if you have problems connecting. Ask for me at the registration. If you have any question do not hesitate to email me.

Thanks-

Roman Vaisman
romanvs@gmail.com