IMPORTANT NEW CLASSING

2026 ENDURANCE RACING REGULATIONS

(Rules subject to change)

April 21, 2026, Version 2.0

NATIONAL AUTO SPORT ASSOCIATION

1. Administration

1.1. This event is governed by (listed in order of hierarchy, lowest to highest, where conflicting) Club Codes and Regulations, Endurance Racing Regulations, Supplemental Rules published by the event region, and rules announced at the driver's meeting(s).

1.2. Teams / drivers have thirty (30) minutes, from the time of incident, to present the Race Director with a Body Contact or Request For Action form.

1.3. Penalties will be charged by reducing the lap count shown on the timing system. Note: There can be a lag between penalties issued and penalties posted, due to circumstances such as appeals. Teams should be aware of this when in close contention or for any other reason of interest.

1.4. All drivers are required to display a NASA patch on their driver's suit. Available at Driver Info.

2. Safety

2.1. Minors, that are not entered drivers, are not permitted in the pitlane (cold or hot) without prior written consent of the Event Director

3. Timing

3.1. Each vehicle is required to have a working AMB transponder.

3.2. A second transponder is allowed and must be added to team's car information. Second transponder must be mounted at least four feet from primary transponder.

3.3. Any official live timing feed will be noted in driver meeting.

3.4. All vehicles are required to display their endurance class in three (3) inch tall letters and numbers on each side of the vehicle and the rear.

4. Vehicle Requirements

4.1. All vehicles must display four (4) NASA decals while on track. Decals from other sanctioning bodies are prohibited. 4 Decals will be placed in the team registration packets.

4.2. Headlights and auxiliary front lighting

4.2.1. All vehicles must have at least one working headlight, taillight, and brake light.

4.2.2. Any vehicle may install an optional rain light for better visibility. The rain light shall be red and rear-facing. It may be used at the discretion of the driver during wet or low visibility conditions.

4.2.3. Lighting mounted between factory headlights and bottom of windshield is limited to the outer 18 inches of the vehicle corners. The measurement is taken from the outside edge of the front fender and is governed by Appendix D.

4.2.4. Lighting located below the front hood line and/or top of headlights is unrestricted.

4.2.5. “Headlights” includes auxiliary forward-facing lights, as well as “corner lights.”

4.2.6. No headlight shall be mounted higher than the base of the windshield.

4.2.7. Headlights that are poorly aimed and being reported as a safety issue may be required to stop in pits and re-aim at the race director’s discretion.

4.3. Changing of the uni-body or chassis after the race has begun is not permitted.

4.4. Entrants are required to present a current logbook or homologation certificate, from NASA, to a NASA tech inspector during the hours of tech inspection availability. Those without a current logbook and/or certificate are required to have their vehicle inspected during the hours of tech inspection availability.

4.5. Teams will be required to show proof of compliance with the safety rules listed for their base class.

4.6. Vehicle numbers must be unique. Vehicle number assignment is on order of received. Reflective and/or lighted numbers are encouraged.

4.7. All vehicles must meet the minimum listed weight for their class. All vehicle weights are measured without driver. Any weight listed in a competitor’s class rulebook, which includes the driver, will be used to set the minimum weight for the vehicle, less 180 pounds. [For example, if a vehicle’s class rulebook specifies a minimum weight of 2580 pounds (with driver), the enduro weight would be 2400 pounds minimum.]

4.8. STE, TC1, TC2 and TC3 Teams may only use tire types and sizes that match their declared Super Touring (ST) series classification form.

4.9. Fuel tanks / cells – applicable to STE, TC1, TC2, TC3.

4.9.1. If a fuel cell is installed, the OEM tank, if applicable, must be removed or made incapable of holding fluid using a minimum 1” hole in the bottom of the OEM tank.

4.9.2. Vehicles must start with no more fuel than the OEM tank(s) holds or a maximum of eighteen (18) gallons, whichever is less.

4.9.3. No vehicle may have more than two fuel OEM tanks or more than two fuel cells.

4.9.4. The term “filler hose(s)” in this section refers to those attached to the vehicle.

4.9.5. Filler hoses must be secured at each connection point with either a threaded connection or double hose clamps.

4.9.6. Filler hoses must take the most direct path between the tank opening and the filler neck.

4.9.7. Only one fueling port is permitted to be used for fueling. A second port may be used for venting.

4.9.8. A single external (to the fuel tank or fuel cell) container that fuel is stored in, or moves through, (e.g. swirl pots, vent cans, surge tanks, etc.) may be used, and that container shall not have a capacity greater then 1.5 liters (0.4 gallons). The container must be constructed of aluminum or stainless steel, with threaded fittings

to stainless steel braided fuel hoses. It must be separated from the driver's compartment by a separate bulkhead. Any container over 1.5 liters (0.4 gallons) is considered to be another fuel cell and subject to fuel cell requirements.

4.9.9. Fuel tanks / cells are limited to one vent, which must be no larger than one (1) inch in diameter. All non-OEM vents must have a check-valve or "rollover" valve to impeded fuel leakage.

4.9.10. No vehicles may be capable of carrying more than forty-four (44) gallons of fuel at any given time.

4.10. Vehicle substitution - A team may substitute another vehicle before the start of the race, provided the vehicle has passed tech inspection and is approved by the Race Director. If there was a timed session on track to determine qualifying order, then the substituted vehicle must start in the back of the whole field.

4.11. Night racing

4.11.1. Using colored lights to identify the team's vehicle at night is permitted providing that the lights and colors do not confuse other drivers (e.g. no white light to the rear). Flashing or blinking lights are prohibited, with the following exception: Any NASA approved or mandated flashing light for use by stalled drivers as a warning to other drivers (e.g JAWS) and any rain light(s) or brake lights that blink under braking.

5. Vehicle Classing

5.1. There are seven regular classes: HYC (Hypercar), PLE (Prototype Lite Endurance), GTE (Grand Touring Endurance), STE (Super Touring Endurance), TC1 (Touring Car 1), TC2 (Touring Car 2), TC3 (Touring Car 3)

5.2. HYC is open to all sports racers and closed prototypes.

5.3. PLE is open to all sports racers and closed cockpit prototypes that have a natural displacement engine with 2.50L or less, or a force induction engine with 1.30L or less.

5.4. GTE is open to all non-sports racers and non-prototypes. This is intended for (but not limited to) such vehicles as "GT" (GT3, GT4, etc.), stock cars, FFR GTM, etc.

5.5. STE is open to cars that meet NASA Super Touring 2 category classification and are required to submit a Super Touring Classification form to the Chief of Tech, prior to qualifying. Those that run qualifying without submitting the form will start in the back. Those that start the race without having submitted the proper Classification form will be moved to GTE.

5.6. TC1 is open to vehicles that meet NASA Super Touring 4 classification and are required to submit a Super Touring Classification form to the Chief of Tech, prior to qualifying. Those that run qualifying without submitting the form will start in the back. Those that start the race without having submitted the proper Classification form will be moved to GTE.

5.7. TC2 is open to vehicles that meet NASA Super Touring 5 classification and are required to submit a Super Touring Classification form to the Chief of Tech, prior to qualifying. Those that run qualifying without submitting the form will start in the back. Those that start the race without having submitted the proper Classification form will be moved to GTE.

5.8. TC3 is open to vehicles that meet NASA Super Touring 6 classification and the following Spec classes, Spec Miata, Spec E30, Spec 944.

5.8.1. If running under ST6 rules you are required to submit a Super Touring Classification form to the Chief of Tech, prior to qualifying. Those that run qualifying without submitting the form will start in the back. Those that start the race without having submitted the proper Classification form will be moved to GTE.

5.8.2. If running under a Spec rule set, your car must meet the current rules for that

class in their entirety, and you must declare your car as a Spec car to the Chief of Tech. Those that run qualifying without declaring will start in the back. Those that start the race without declaring will be moved to GTE.

6. Pitlane

6.1. Pit speed limit is 35 mph. Cones and/or solid-white lines in the entry to, and exit of, the pitlane delineate the speed limit area.

6.2. All drivers and crew must always display a racing license or a crew credential while in the pitlane.

6.3. All teams are required to display their vehicle number on the pit wall so that the marshals in the pitlane can see it. Teams are required to remove such markings before leaving the facility.

6.4. A team representative must be present in the pit stall at all times when the team's vehicle is on course.

6.5. The use of anything to raise the vehicle in the pitlane other than a manual jack or a manually operated hydraulic jack is prohibited in STE, TC1, TC2 and TC3 classes. Air jacks are prohibited in STE, TC1, TC2 and TC3.

6.6. The pits are "closed" as soon as a full course yellow condition is initiated. Once the Turn station immediately before Pit Entry displays the double yellow flags (or by any other defined indication), the pit lane will then be "closed." If a vehicle enters the pit lane during a full course yellow situation, the driver has two options:

6.6.1. Park in the team's pit space and do nothing until the green flag is displayed at the starters' stand or the pit lane exit is opened. The driver may not exit the vehicle (unless due to an emergency or instructed to do so by an official) and the team shall not work on the vehicle.

6.6.2. Continue through the pit lane and rejoin the field at the discretion of the re-entry marshal based on safe-release conditions.

6.7. During a full course yellow condition, the pit lane exit is closed when the safety car (or overall leader acting as the safety car) is perpendicular to the pit lane entry and does not reopen until the field passes the pit lane exit, or as otherwise directed by the re-entry marshal.

6.8. Going back to the paddock after pitting under double yellow is prohibited.

6.9. Vehicles may be held leaving the hot pits when the pace vehicle is on track. The stewards may hold a vehicle until the pack comes by, if they estimate that the vehicle cannot catch the end of the pack before reaching the incident.

6.10. Vehicles may not be "parked" in a pit space or in the pit lane (except while waiting for the track to go green on a restart or the pit lane to reopen). There must be work being performed on the vehicle while it is in its pit space.

6.11. In case of a red flag situation, the pit lane is closed and all work on vehicles in the hot pits, including refueling, must be stopped. Drivers that choose to pit during a red flag situation, will lose their position, and will not be permitted to enter the paddock until the course is returned to green. Teams may continue to work on vehicles that were in the paddock before the course went red, however must not return to the hot pit lane or track until the green flag is displayed at the starters' stand.

6.12. The pitlane shall always remain clear. This means that crewmembers must stand either behind the cold pit wall or against the trackside wall until their vehicle is in the hot pit lane. No one except officials and authorized media is permitted to stand in the pitlane unless their vehicle has entered the pitlane starting at the location of the invocation of the speed limit. As soon as the team's vehicle in the 35MPH zone, the team may send members over the pit wall, providing that the action does not conflict with any other rule.

6.13. Only crewmembers, officials, and authorized media are permitted to be at the trackside pit wall. Crewmembers are only permitted to remain at the trackside wall for the purpose of signaling their driver. Spectating from the trackside pit wall is prohibited. Additionally, no one is permitted to be in the hot pit lane or near the trackside wall until after the initial green flag has been displayed and all vehicles have passed the first corner.

7. Safety Car – Full Course Yellow

7.1. The Safety Car may or may not be deployed during a Full Course Yellow course condition.

8. Communication

8.1. Each team is strongly encouraged to have radio contact with the driver.

8.2. Each team is required to have a working cell phone in their assigned pit area that will be monitored during the entire event. Teams must ensure that NASA Registration has teams designated cell phone number on file.

8.3. For convenience, teams may contact Race Control by text. Contact info will be provided during the Driver's Meeting.

9. Technical Inspection / Impound

9.1. Technical inspection may be performed after any competition session

9.2. Teams entering a vehicle that uses rules based on horsepower are encouraged to dyno prior to the event.

10. Fuel and Refueling / Pitstops

10.1. Methanol fuel is not permitted.

10.2. All refueling during the race (including during times of red flag, for any reason) must be performed in the pitlane.

10.3. Teams are permitted one (1) 55-gallon drum in their paddock space at any given time. Additional barrels of fuel may be stored in the area designated by track personnel.

10.4. Teams are responsible to safely store fuel in their cold pit space.

10.5. A standard carpet mat made for wiping shoes when entering a building is not considered a refueling device. It may be placed on the ground before the vehicle enters the pit box but must be removed after the vehicle leaves. Fire extinguishers are not considered refueling equipment.

10.6. Refueling begins as soon as any refueling device crosses over the pit wall. Items for refueling may be placed on the pit wall (or on the flooring covering the pit wall) once the vehicle enters the pitlane. The vehicle must be stopped before any refueling item may be brought over the wall, or taken from the wall, into the hot pit lane. A crewmember must be in physical control of all and any fuel jugs while on or over pit wall.

10.7. Refueling has ended when all implements of fuel handling (cans, jugs, hoses, catch/vent cans, or spill trays, etc.) are behind the cold pit wall.

10.8. Teams are permitted to perform the following servicing during active fueling: cool shirt boxes, driver drink bottles, radios, cameras or cleaning windshield.

10.9. All four tires must be in contact with the ground while refueling.

10.10. Use of power tools that exert mechanical or physical force, pressure, energy, etc. are prohibited during refueling. Examples of prohibited tools: electric and air powered drills, saws, impact guns, etc. Examples of what is permitted: tire pyrometers, hand tools, radios, electronics, etc.

10.11. Tightening / loosening lug nuts, including a center nut and/ or “knockoffs” is

prohibited while refueling.

10.12. No more than seven (7) personnel may be over the wall during refueling including any drivers. Once all refueling equipment is behind the pit wall, any number of needed personnel may be over the wall. Driver changes during refueling are permitted.

10.13. All refueling during a pit stop must be performed as the first task in that stop. If a team works on the vehicle, then wishes to add fuel, they must complete a lap, then pit for fuel.

10.14. All STE, TC1, TC2 and TC3 NASA approved refueling cans must use a clear filler hose. When "full" the fuel may be in the neck of the can, but not above the filler neck (e.g. not showing in the hose).

10.15. Each team is required to provide at least one dedicated fire-suppression crewmember that shall have a fire extinguisher at the ready and shall stand approximately seven (7) to ten (10) feet away from the vehicle refueling point during refueling. This crewmember must be dressed in complete fire protection suit, gloves and helmet with visor down.

10.16. STE, TC1, TC2 and TC3 vehicles are limited to taking on ten (10) gallons of fuel per stop, using two (2) approved five (5) gallon fuel jugs. See Appendix F for approved fuel jugs / equipment.

10.17. Refueling equipment

10.17.1. HYC, PLE, and GTE vehicles may use any safe method of refueling (i.e. NASCAR dump cans or IMSA type overhead refueling).

10.17.2. STE, TC1, TC2 and TC3 are prohibited from using any type of "(re)fueling rig" or "quick fill method," except as noted below. The definition of "(re)fueling rig" or "quick fill method" is using fuel containers other than the standard approved 5-gallon plastic fuel cans, specialized nozzles (aircraft), non-approved "Dry Breaks" (Nextel Cup style), fuel pumps (of any type), electric power tools, wheels (for any purpose), support stands or other devices deemed, by the Race Director, to be outside the spirit and intent of these rules. The use of hoses; funnels; clamps; PVC & ABS fitting, valves, and pipes; threaded connectors; roofing supplies; various plumbing supplies; and most similar items found at a local hardware store are generally permitted.

10.17.3. All vehicles may use a dry break valve (male) Redhead – 1.75" probe with 1.50" hose barb, 1.25" I.D. Bore. Dry break / hose must be attached to a NASA approved 5-gallon container. See Appendix F.

10.17.4. STE, TC1, TC2 and TC3 classed vehicles may use any dry break valve system provided the fuel can has a flow restrictor device installed between the can and dry break head that does not exceed 1" ID. This flow restrictor device must be made of a rigid material not easily deformed.

10.17.5. Pressurizing fuel containers or systems are prohibited in all classes.

10.17.6. Creating negative pressure (vacuum) in the fuel tank or cell is prohibited.

10.17.7. Using or creating positive pressure, in addition to the ambient vapor pressure of the fuel, is prohibited.

10.18. Careless Handling of Fuel –

10.18.1. All fuel collected in a pan or overflow container must be returned to a fuel can. Careless handling of fuel will result in penalties. Spilling fuel is considered careless handling and could even include spills into a catch pan or mat on the ground. Fuel spills are typically the result of "careless handling of fuel" and should be treated as such. For clarification, "a couple drips of fuel" during refueling doesn't typically constitute careless handling of fuel.

10.18.2. Careless handling of fuel may occur at any time, not just during a pitstop. Fuel that is captured in an overflow container or normal overflow from the vehicle

while exiting the pit space is not necessarily considered careless handling.

10.19. Refueler attire - Refuelers must wear safety equipment equivalent to the driver (except head neck restraint) as per the CCR (i.e. Nomex suit, gloves, shoes, and helmet) during refueling. All over-the-wall crewmembers during refueling are considered refuelers and subject to proper attire. All refuelers with open faced helmets must wear a balaclava (head sock) while refueling whether they have any facial hair or not.

10.19.1. Exception to the refueler's helmet requirement: Refuelers may, utilize a Snell SA2000 (or newer) rated helmet, for refueling, providing that the fire-retardant lining is in good condition. Standard crew helmets commercially manufactured for auto racing may be used for refueling providing a balaclava is worn and eye protection is used.

10.20. Tools or actions that create sparks and/or use of flames, including the use of heaters with exposed elements are prohibited in the pitlane.

10.21. Tire changes (applicable to STE, TC1, TC2 and TC3 only)

10.21.1. Teams of STE, TC1, TC2 and TC3 classed cars may change only one tire per pit stop. Tires may be rotated in any placement as long as only 1 new tire is installed per pit stop.

11. Appealing Penalties

11.1. A pit marshal should notify the team of a pending penalty.

11.2. A team may appeal any official's decision/penalty. If the team would like to appeal the decision the team must inform the pit marshal immediately.

11.3. Once a pit marshal is informed of the team's decision to appeal, the pit marshal will notify race control.

11.4. Once the team informs the pit marshal of the intent to appeal, the team's driver, crew, and/or representative will have ten (10) minutes to appear before a race director. Failure to report in the prescribed time will result in the penalty standing.

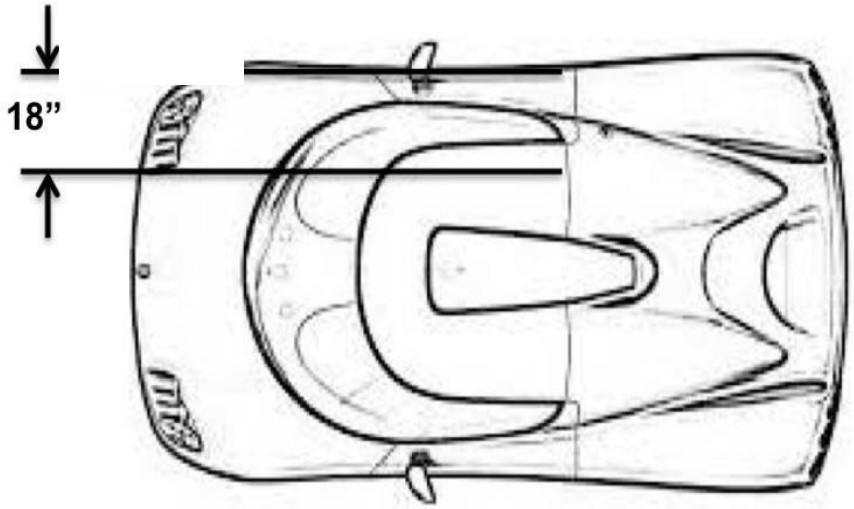
11.5. The appeal fee is $50 and is refundable if the appeal is won or modified in the appellant's favor.

11.6. Once the Race Director hears an appeal, the Race Director's decision is final and cannot be appealed further.

12. Appendix A - Services and Vendors

12.1.1. Services and vendors will be listed in event supplemental rules

13. Appendix B – Lighting



14. Appendix C – Suggested Penalties

- Passing under single yellow flag – 3 laps. PUDY – passing under double yellow flag – 1 lap.
- Passing under waving yellow flag –5 laps minimum, can be increased by Race Director.
- Passing with Red Cross flag (safety scene) – 15 laps minimum, expect to be increased by Race Director.
- Overdriving waving yellow – 3 laps.
- Overdriving waving yellow with Safety on scene – 15 laps minimum, expect to be increased by Race Director. Driver expulsion from event may be warranted; mandatory on second offense.
- Speeding on pit lane – 1 lap
- Mishandling fuel – 3 laps.
- Refueling outside of hot pits – 5 laps.
- No boards under loaded jack stands (If required by event/track) – warning, then 1 lap.
- No jack stand(s) under the vehicle while crew (s) are under the vehicle – 1 lap.
- Violation of the tire changing / rotating rule(s) in the hot pits – 1 lap per tire.
- Failure to pit after receiving a black or mechanical flag - 1 lap penalty each lap disobeying the S/F flag may be applied.
- Going to paddock after entering the hot pits under full course yellow – 15 laps.
- Illegally working on the vehicle – at Race Director's discretion and in relative proportion to the amount of work performed illegally.
- Not attending required driver/s meeting/s – Start from back of field.
- Other violations – at Race Director's discretion.
- All penalties can be altered based on severity of the infraction.
- Penalties may increase for multiple infractions.

15. Appendix D – Refueling Devices

15.1. Intent

It is the intent of this section to further clarify rules regarding “NASA approved standard 5-gallon plastic fuel containers,” and associated allowances under these rules, for all applicable classes (e.g. E0, E1, E2, and E3).

15.2. Approved Containers

NASA approved containers are limited to “5-gallon containers” shown below. These containers might hold slightly more than 5 gallons, as they come from the factory. Note- no modifications are permitted to increase the capacity of these cans.

LEGAL CONTAINER REGARDLESS OF BRAND

LEGAL CONTAINER REGARDLESS OF BRAND

Appendix D (cont.)
LEGAL HUNSAKER BRAND ONLY. Specified fuel jug and approved accessories are permitted. No modifications may be made to any approved Hunsaker jug or accessory except modification to the fuel spout. The fuel spout is designed to be cut in one of two places to accommodate one of two different size hoses. Either hose size can be used. Any hoses may be used. Fuel jugs may use the approved dry break system in all classes along with any adapter(s) and hoses required to mate them together.

Appendix D (cont.)

Approved Dry Break System (all classes)

P/N H-PP125M

P/N H-PP125FRM Coupler

Examples of Illegal Containers

NOT LEGAL CONTAINER REGARDLESS OF BRAND

NOT LEGAL CONTAINER REGARDLESS OF BRAND