

# NASA-AZ and UMS Tuning's Time Attack Q&A

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Clarifications, Concerns, Questions and Rules  
2012

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# **NASA-AZ and UMS Tuning's Time Attack Q&A**

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## **Purpose of the "Time Attack"**

NASA Arizona and UMS Tuning has created an event called the "Time Attack" as a means for the advanced level "DE" driver to showcase their car and capabilities as a driver, without having to subject themselves or their vehicle to the additional hazards of wheel to wheel racing. These types of events are also shaped to mimic the basic Time Trial type scenario, drivers that compete in Time Attack regularly should consider Time Trials as another way to advance their capabilities as well as win multiple contingency prizes.

Three distinct classes have been established based on overall speed potential of stock and modified street cars. There are no rules that limit how fast you can ultimately make your street car go. If you want to prove you are as fast as you think you are, or maybe just baseline yourself against some of the best drivers, then the NASA-AZ and UMS Tuning Time Attack is exactly what you've been looking for!

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## Time Attack Format

The maximum allowed entries into the Time Attack will be variable for each event based on the number of available transponders, scheduling limitations, track layout and other various reasons. Registration priority will be on a first come, first served basis. If there is a surplus of registered entrants, a waiting list will be created.

All Time Attack participants must check in with registration **IF** they have rented a transponder, otherwise all other participants are to check into the Time Attack Meeting before the main event. Failure to check in during the specified time could result in a forfeited slot to a "waiting list" competitor.

It is the responsibility of each Time Attack competitor to securely fasten their transponder to the front of their own vehicle (so bring plenty of zip ties and tape!). Competitors will be responsible for replacement cost of any damaged transponders (est. \$300) due to insufficient securing of the unit to the front of their vehicle.

It is also up to the competitor to fasten the transponder as close to the racing surface as safely possible, this will ensure the best possible chance of the transponder hitting. If the transponder does not hit (a time is not recorded), UMS Tuning and NASA-AZ officials will organize a re-run IF time permits and does not hinder the remaining competitors.

UMS Tuning will organize the competitors into "heats" or "run groups" and competitors will be assigned according to lap time potential to reduce the chance of any passing providing all competitors the best opportunity for their quickest lap times. It is the responsibility of each competitor to have an "estimate" of their lap time (even if it's a friend stop watching them). Once all competitors have checked in, UMS Tuning will be on grid to assist with grid placement for each event.

All competitors will be given 1 warm up lap then 2 "hot" laps and 1 cool down lap. Special attention and launch interval from the grid will be done to attempt to avoid passing situations as best as possible, however if a pass occurs on track there is no penalty for either driver. While all drivers are going for their absolute best time, if a passing situation presents itself, proper track etiquette would be for the slower vehicle to allow the faster vehicle by.

Competitors will be disqualified (DQ) from the Time Attack results if they:

1. Compliance
2. Spin their vehicle more than 90 degrees
3. Go off track (i.e. 4 wheels leave the intended racing surface)
4. Do more than 1 warm up lap, 2 flying laps and 1 cool down lap

If you are DQ'd you will be black flagged and need to return to the hot pits immediately.

To ensure the TA runs as efficiently as possible there will be overlap between the cool down lap and warm up laps (i.e. Heat 2 cars will be launched when Heat 1 cars start their cool down lap). TA track etiquette would be for the "cool down lap vehicles" to yield to the "warm up lap vehicles", or 80% power.

Once competitors have completed their competition laps, they will be required to take their vehicle to impound and must remain there until all (rented transponders have been collected) and results have been posted. Results will be shared immediately after the TA at the UMS Tuning booth.

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## Time Attack Classing

A vehicles class is determined by its weight DIVIDED by its peak HP (W/H=Class)

- TA-A: 15.00 and up
- TA-B: 14.99 to 10.00
- TA-C: 09.99 and below

Classing eligibility is based upon a vehicles declared weight, its HP and inspection:

- Dyno/HP (Dyno'd at UMS)
- Weight

## Time Attack Points

Points are awarded in each class/run group by the default NASA point scaling ([section 22.1.1 of CCRs](#)) **PROVIDED** the vehicle is recognized as a valid Time Attack vehicle (see [Time Attack Classing](#)).

If classing is NOT met by the third event, all prior points will be dropped and will continue to be dropped **UNTIL** the vehicle is classed correctly (see [Time Attack Classing](#)).

## Time Attack Registration (Entry and Fees)

1. Time Attack registration fee is \$20
2. Must be pre-registered online OR on site at event prior to event
3. Must include TA registration with full event registration
  - a. Example: Cannot register for TA to hold your position, then pay for the event registration the day of the actual event
4. Must be in HPDE4, TT or Race groups to be eligible
  - a. HPDE3 drivers are eligible based on group leader approval

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## Time Attack Rules

1. All Time Attack entries must be registered for the day and have a logbook or proof that they are a DE4 level driver or higher
2. Class A, B and C must run a "[DOT Legal Tire](#)"
3. Down-classing of vehicles are **NOT** allowed, up-classing is **allowed**
  - a. Acceptable: TA-A declared as TA-B, TA-B declared as TA-C
  - b. Non-acceptable: TA-C declared as TA-B, TA-B declared as TA-A
4. Minimum of TWO (2) NASA stickers
  - a. Example: Right and Left –OR– Front and Rear
5. No competing organization decals
  - a. If visible, they must be covered or removed
6. No passengers allowed in any vehicle competing in the Time Attack
7. Only mass production street cars are eligible for the Time Attack (i.e. No purpose built [Production Race Cars](#))
8. Vehicles must be recognized as a Time Attack vehicle for points eligibility (see [Time Attack Classing](#))
9. Vehicles may add **ballast**, but are limited to a maximum amount of 250 lbs ([safely, using proper CCR mounting specifications](#))
10. UMS Tuning and NASA officials reserves the right to perform any compliance checks that they deem necessary, including but not limited to the following:
  - a. GPS Compliance System
  - b. "Sealing" a vehicle to check compliance at UMS Tuning
  - c. Weighing

## Time Attack Protests

Protests follow the standard guidelines specified within the official NASA CCRs ([section 17.5 of CCRs](#))

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## Commonly Asked Questions

### **Why don't you give the street tire guys a break? It's not fair that street tires have to complete against R-Tires DOT or not!**

*Life is not fair, period. However, this one has a pretty big history with the TA in 2006 and 2007. If you honestly look back at the results though, very few folks running the TA ran on street tires and those that did fell into two categories: 1. Were still competitive even though they were on street tires. 2. Likely wouldn't have been competitive with R-Tires either. Since street tires represents the minority of entrants we'd rather bias an open tire rule which helps simplify the rules and especially classing.*

### **What is the purpose of banning "Slicks" but not "R-Tires" in classes A-C, aren't they practically the same thing?**

*There are a few reasons behind this but the biggest problem with "slicks" is that they are not readily available in the correct sizes and/or compounds for the majority of the typical street cars that run in the Time Attack.*

### **Why isn't there a rule against banning of "Race cars"? It's not fair for the street cars to have to compete against them!**

*Take a look around at the top Time Attack cars. It's pretty difficult to tell the difference between a Time Attack car prepped to the max and a full race car. In fact there could be a Time Attack car that is not actually in "Race Group" but has done enough modifications to be legal for it. Why would you ban a car that was purposely built for TA (& safety)? Additionally, most race car mods are intended for safety, not performance. A cage for chassis stiffening purposes could be viewed as a performance adder on top of adding a lot of ballast to drop it down a class because of the power to weight rule. Our response to that is, "well then add a cage to your car too!".*

### **I rented a transponder but registration has none available, what do I do?**

*In this type of scenario, UMS Tuning and NASA-AZ officials will coordinate with TNS and will remove a transponder from a competitor that has completed their run sessions, and attach it to your vehicle before you hit the racing surface for your run sessions.*

### **My vehicle had a mechanical failure; I'd like to borrow another competitor's vehicle to complete my Time Attack session for the day, what are the rules?**

*We understand that mechanical failures can be common, and quite aggravating. When choosing another vehicle to use in your TA session, select a vehicle close to your own vehicles PTW ratio if possible. If none is available you can choose to up-class one; BUT this vehicle must be a recognized (PTW approved) Time Attack vehicle. See the Time Attack Director or UMS Tuning for additional details before an event.*

### **Even though I pay my Time Attack fee every month, why am I not getting season points?**

*Season points are awarded to competitors that have provided a proper dyno, weight and documentation. If you have not done this, then please see UMS Tuning or the Time Attack Director to schedule these items to be completed.*

### **I'm from out of town and I'd like to participate in the Time Attack, is there anything I should know before registering?**

*Contact UMS Tuning or the Time Attack director before registering for details and accommodations if you would like to be considered for seasonal points.*

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**I sold my vehicle and purchased a new vehicle, it falls into a different class than my original vehicle, what happens to my points?**

*Any points awarded to you in the new class will be placed into your overall season points for the new class UNLESS you up-class your declared vehicle for the remaining year (see rules), down-classing is NOT allowed. The new vehicle must also be classed properly to be recognized as a legal Time Attack vehicle.*

**I've modified my vehicle and its PTW has now classed higher (or lower), what happens to all my points?**

*Any points awarded to you in the new class will be placed into your overall season points for the new class UNLESS you up-class your declared vehicle for the remaining year (see rules), down-classing is NOT allowed and down-classed points will be awarded separately.*

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## Appendix and Definition of Terms

**Actual vehicle weight:** The actual weight of the car (including driver) immediately after running the Time Attack as measured on NASA-AZ's scales. In most cases the weight can be done prior to the Time Attack, but in the event of a questionable protest, another competitor can request that the vehicle be weighed immediately after the Time Attack laps.

**Ballast:** "Ballast" is a safe means of adding weight to a vehicle. The most popular methods is adding lead bars or readily available home gym weights to the floor of a vehicle and secured with large bolts and washers. If ballast is added to a vehicle, it must be present in the vehicle at the time of the tech inspection in which the tech inspector can sign off on the mounting technique for the ballast.

**DOT Legal Tire:** ANY tire with a DOT rating and legal for use on a public highway.

**Exotic:** Sports car based with retail price in excess of \$100K

**"Power to Weight" method:**

- Modified vehicles will use the "actual vehicle weight" and HP as measured at the wheels at the UMS Tuning dyno. Vehicles that are in a questionable class and do not have a readily available dyno chart to prove HP output will be classed at the discretion of the NASA-AZ Time Attack Director or UMS Tuning officials. All competitors that feel they may have borderline vehicles are \*highly\* encouraged to get their vehicle dyno'd to settle any potential protests and avoid any subjective classing.

**Production Race Car:** Any production vehicle that was built for the sole purpose of racing and never intended for public roads by the manufacturer. Examples of these types of cars would be a Formula Ford, Formula Mazda, DSR, etc. NOTE: The Time Attack Director may make some exclusions such as the Competition Viper – no VIN, old Bondurant Mustangs – no VIN, etc.)

**Racing Slicks:** Any tire without a DOT rating.