

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

**Rulebook**



The graphic features a dark background with a map of the Northeast United States. Six race locations are marked with yellow pins labeled R0 through R5, and one location is marked with a blue pin labeled 10HR. The locations are: Canaan Motor Club (R0), Lime Rock Park (R1), Thompson Speedway (R2), Palmer Motorsports Park (R3), New Jersey Motorsports Park (R4), and New Hampshire Motor Speedway (R5). The 10HR location is Watkins Glen International. The text "NORTHEAST GT" is in large white letters, followed by "REAL CLEAN RACING" in yellow. Below that, "2024 SCHEDULE" is in large blue letters, and "NORTHEAST-GT.COM" is in white. A list of events with dates is provided on the right. Logos for the tracks are at the top, and "CORNER FASTER" and "MASTUNING TRACKFEST" are at the bottom right.

**NORTHEAST GT**  
**REAL CLEAN RACING**  
**2024 SCHEDULE**  
**NORTHEAST-GT.COM**

**R0 MAR 30-31: CANAAN MOTOR CLUB**  
**R1 APR 11-13: LIME ROCK PARK**  
**R2 MAY 31-JUNE 2: THOMPSON SPEEDWAY**  
**R3 JUL 12-14: PALMER MOTORSPORTS PARK**  
**R4 AUG 23-25: NEW JERSEY MOTORSPORTS PARK**  
**R5 SEP 13-15: NEW HAMPSHIRE MOTOR SPEEDWAY**  
**10HR OCT 11-13: WATKINS GLEN INTERNATIONAL**

**CORNER FASTER** **MASTUNING TRACKFEST**

***Intro & Welcome to Real Clean Racing with Northeast GT***

- 1) Event Format
- 2) Classification Requirements
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  - Super Unlimited*
- 3) Racing Rules
- 4) Championship Points Rules
- 5) Vehicle Requirements
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- 7) Safety Gear Requirements
- 8) Pit Lane
- 9) Sound, Protests, & Compliance
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## **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.

The ***NEGT Cup kicks off in 2024 with 6 rounds of racing, including The 10 Hours of Watkins Glen (5hr Saturday + 5hr Sunday continuing race) championship race.*** Round 0 is a non-competitive event at Canaan Motor Club. Rounds 1 - 5 will feature open practice/early qualifying on day 1, a 3-hour race on day 2, and another 3-hour race on day 3. Each race scored separately. Finally, 10-hour Championship race is to be held at Watkins Glen with a Friday practice/qualifying followed by a 10hr race, 5 hours on Saturday and continuing with another 5 hours of racing on Sunday.

For experienced track-day drivers new to wheel to wheel racing, for racers returning to wheel-to-wheel, and for racers new to Northeast GT looking to learn how to race cleanly, 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 round. Rounds 0 - 5 will each offer a 1-day GT Race School, held on day 1 of each event.

## **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 will continue to change in order to best serve the series.***



## 1) 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) including a graduation race
  - NEGT Cup: Open practice/early qualifying - timed open passing sessions
- **Day 2 - NEGT Cup 3 hour race**
  - Up to 60 minute qualifying session per race group
  - 180 minute race session per group, *approx. 160 minutes flag-to-flag*
- **Day 3 - NEGT Cup 3 hour race**
  - Up to 60 minute qualifying session per race group
  - 180 minute race session per group, *approx. 160 minutes flag-to-flag*
- **Championship Race at Watkins Glen**
  - Day 1 Friday: open practice / qualifying (*GT Race School not available*)
  - Day 2 Saturday: 10 hour race, part 1 - first 5 hours
  - Day 3 Sunday: 10 hour race, part 2 - first 5 hours
  - Each race group gets its own 5-hour race time slot each day

## 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 place for current wheel-to-wheel racers to 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 build 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.



**NEGT Classes & Cup Race Groups** - 4 official classes: Sunday Cup, GT Cup, GTS Cup, and Super Cup. Northeast GT also allows select Super Unlimited vehicles to race. Typically, NEGT Cup vehicles will be divided into 2 race groups: "Sunday" & "GTSU". The "Sunday" Race Group will feature Sunday Cup vehicles only. The "GTSU" Race Group is for: GT Cup, GTS Cup, Super Cup, and Super Unlimited vehicles. Classes are based on factory rated power-to-weight ratios + modifiers, with Sunday Cup being the slowest class, then GT Cup, GTS Cup, and Super Cup, respectively. See Classification Requirements for details.

**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 (35 mph) 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 the pace car will return 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.

**Driver Change Rule:** For Rounds 1-5, 2 driver swaps required per 3-hour race. For the 10 Hours of Watkins Glen Championship race, 3 driver swaps are required each 5-hour race day: 3 swaps required Saturday (part 1 - 5 hours) and another 3 swaps required Sunday (part 2 - 5 hours). In all cases 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.

**Driver Rule: The 10 Hours of Watkins Glen:** A driver who competed in a Round 1-5 race in the same vehicle (either same VIN or equivalent chassis, with Northeast GT series approval) must start and finish each day of the Championship race: start and finish (first 5 hours) on Saturday, and start and finish (final 5 hours) on Sunday. Can be the same driver or multiple drivers who have each competed in a Round 1-5 race in the same vehicle.



**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, a red flag may be immediately preceded by a full-course yellow and/or a Code 35 (35max virtual safety car).

## Transponders

**Each vehicle needs to be equipped with at least 1 transponder, 2 transponders required for the 10 Hours of Watkins Glen.** 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 Westhold transponders for rent. However, transponder availability is not guaranteed.

## Flagtronics

Northeast GT plans to implement electronic timing & scoring supplemented by external light panels and in-car flagging units. **Every vehicle must be equipped with a Flagtronics FT200 unit.** Units are available for rent or purchase at events from Northeast GT. Units can also be purchased directly from Flagtronics:

<https://flagtronics.myshopify.com/products/northeast-gt-series>

When registering for a Northeast GT event, teams must provide the 8-digit FT200 Serial Number associated with the Vehicle Number being entered. The FT200 Serial Number is printed on the bottom of the unit or may be retrieved by downloading the Flagtronics Device Manager Software (Windows Only) and connecting the FT200's USB plug, found at the end of the wiring harness, into an available USB port on a computer running the Flagtronics Device Manager Software.

Northeast GT may use the Flagtronics GPS-enabled system as a backup for timing & scoring.

### **Recommended Flagtronics FT200 Location**

- To the right of the steering wheel
- Within approx. 15in above the vertical centerline of the steering wheel
- Within approx. 15in of the horizontal centerline of the steering wheel
- All drivers of the car should be able to reach the device while belted



### ***Recommended Flagtronics FT200 Installation***

- Flagtronics FT200 units MUST be securely mounted to a rigid structure
- GPS antenna requires a clear line of sight to the sky
- Teams are responsible for ensuring the FT200 has an adequate 12V power source via flying leads or a USB adapter (Type A plug) power source capable of 10W (5V 2A) or more. It should be located on a separate circuit not shared by other electronic devices. This power source must power on and off with the Main Power switch of the car. It must not be controlled by an auxiliary switch or other type of secondary power source.
- Teams are responsible for entering the FT200 unit serial number into the registration system when registering the car for a race
- Optional Canbus system installation information can be found at:  
<https://flagtronics.com/pages/downloads>

**Championship Race 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.



## 2) CLASSIFICATION REQUIREMENTS

### Northeast GT Cup

To compete in the Northeast GT Cup, vehicles must comply with all items outlined in Section 5: Vehicle Requirements, and meet a factory power-to-weight ratio:

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

- **Minimum Competition Weight** includes vehicle, fluids, full fuel level, AND the driver (heaviest driver on the team), gear and up to 250 lb of ballast
- **Factory Rated Power** = (factory rated HP + torque in ft-lb) / 2; *highest performance version of the engine must be used; engine equivalency defined as:*
  - Identical long block specifications
  - Identical compression ratio
  - Identical displacement
  - Identical exhaust manifold
- NEGT Cup Class **Cutoff Ratios**:

Super Cup	7 : 1
GTS Cup	9 : 1
GT Cup	11 : 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%
	Aftermarket or updated cylinder head	+10%
	Exhaust manifold different from factory	+2.5%
	Displacement change = 100% x (new - original) / original displacement	+% change
	Compression ratio increase, per full point gained	+5% per pt

Category	Modifier	Value
<b>Drivetrain Layout</b>	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 ( <i>engine behind driver, in front of rear axle</i> )	+1% add'l
<b>Transmission</b>	Any stock or custom H-pattern manual gearbox (with or without auto-blip) with clutch pedal OR proper auto/slushbox	+0%
	Sequential, dual-clutch (PDK, DCT), 8+ spd automatic, or similar	+7.5%
<b>Tires and Wheels</b>	200+ treadwear tires only; Tire must not protrude from the fender opening/flare as viewed from the top	+0%
	Any size 4 or 5 lug wheels, aluminum or steel (no exotic materials)	+0%
	Average tire width: +1% for each 10mm wider than 245mm	+1% / 10mm
<b>Suspension</b>	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%
<b>Aero</b>  ( <i>applies to OEM or custom aero</i> )	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"> <li>• Rear wing - no wider than the rear fenders</li> <li>• Front splitter - 3" from bumper skin, no wider than front fender, may include undertray that extends to front axle</li> <li>• Front canards that extend no wider than fenders</li> </ul>	+6%
	Ground Effects Aero - the following items are allowed: <ul style="list-style-type: none"> <li>• Side skirts</li> <li>• Rear Diffuser</li> <li>• Flat bottom</li> </ul>	+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%





## Super Unlimited

Super Unlimited is for vehicles “beyond” the limits of the Northeast GT Cup classes and will run in the “GTSU” Race Group alongside GT Cup, GTS Cup, and Super Cup vehicles. Super Unlimited is an unofficial “spirit” class, and there will not be an official podium. However, the overall winner of the “GTSU” race group will be recognized (may or may not be a Super Unlimited vehicle).

All vehicles must comply with all items outlined in Vehicle Requirements, **although Sports Car/GT tube frame** (e.g., stock car) **and kit car** (e.g., Superlite GT-R, Factory Five GTM) **vehicles are allowed**. *Exoskeleton, open cockpit, open wheel, or similar type vehicles are not allowed*. Additionally, Super Unlimited vehicles **may exceed the Super Cup (7:1) factory power-to-weight ratio**.

**Note on the spirit of Super Unlimited** - *Super Unlimited does not mean: unlimited unlimited. The fastest ex-pro-level race cars allowed include: Trans Am TA2, FIA GT4 / IMSA GS, Porsche 997 Cup, Viper ACR-X, Ferrari F430 Challenge, and historic GT race cars. **Modern FIA GT3, similar, or faster will not be allowed.*** Pace at Watkins Glen (on 200tw tire):

- Under 1:55 may not be allowed, depending on pace / spread of field
- Under 1:52 in any session will result in the vehicle being parked immediately
- *All cutoffs may be adjusted for weather and/or other conditions*
- *Cutoffs will be provided for Round 1-5 events via event supplements*




### 3) RACING RULES


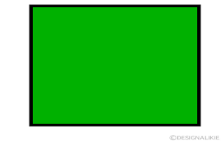
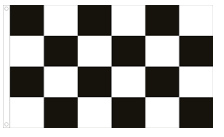
**Real clean racing.** It's our slogan, and it's what we expect of every single driver, every single lap, every single Northeast GT wheel-to-wheel session.

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, no tapping, no 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 force 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 for the purpose 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. **115% rule** - During official qualifying or race, any driver who fails to lap within 115% of the class 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** - *see next page for details*

Flag	Expected Behavior	
<b>Standing Yellow</b>	No passing until crossing the plane of the next flag station showing <b>Green</b> ; likely vehicle/incident/situation off-line; max pace: 90%.	
<b>Waving Yellow</b>	No passing until crossing the plane of the next flag station showing <b>Green</b> ; likely vehicle/incident/situation on-line where taking evasive action may be required; max pace: 50%.	
<b>Full-Course Yellow</b>	No passing until the race is restarted; 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%.	
<b>Black and pointed</b>	Vehicle being pointed at needs to return to pit lane. Check-in with Northeast GT Official before returning back on track.	
<b>Black all stations</b>	No passing; All vehicles return to pit lane.	
<b>Red/Yellow Debris</b>	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>	
<b>Red</b>	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.	
<b>Purple Code 35</b>	All vehicles slow to 35mph, maintain distance from the car ahead, and be prepared for a <b>red</b> 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.	
<b>Blue</b>	Faster traffic approaching. Stay on-line and predictable, and/or yield position, but do not drive defensively or battle for position.	

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

### **Pit lane and Paddock speed limits**

Pit lane: 35 mph

Paddock: 5 mph

### **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 the 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 10 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 1 lap (2 laps at Championship race) penalty up to driver ejection
- **Contact, avoidable, second offense**
  - Suggested Penalty Range: minimum 2 lap (5 lap at Championship) 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 for each violation
- **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.**



#### 4) CHAMPIONSHIP POINTS RULES

The Northeast GT Cup is a championship series with 6 rounds of racing. Rounds 1-5 each feature two 3-hour races, one each race day, where championship points are available. The final 10-hour race at Watkins Glen will be a continuing 5hr Saturday + 5hr Sunday format, and will be weighted 4x an individual Round 1-5 race. Maximum points available per race vary and are awarded based on the number of competitors attending each race.

##### Championship Points Rules

- Points awarded for # of competitors finishing behind
  - Points for 1st place = # of vehicles starting the race
  - 1 point per position, where the last and final position receives 1 point
  - Minimum points to be awarded: 10 points for 1st place, 9 points for 2nd place, 8 points for 3rd place, etc., until 1 point for 10th place
- +5 point bonus for crossing finish line on the final lap of the race (*in-pits does not count*)
- Must finish at least 50% of race laps to receive any championship points
- Must not be disqualified
- Round 6 Championship Race: The 10 Hours of Watkins Glen, points counts 4x
- Best 10 race finishes count, up to 4 individual drops, and for the purpose of calculating drops: The 10 Hours of Watkins Glen counts as 4 individual races
- Preference for registration for The 10 Hours of Watkins Glen will be given to top championship leaders in Sunday Cup, GT Cup, GTS Cup, and Super Cup

If Northeast GT officials end a race before the scheduled race duration, 50% of scheduled race duration must be achieved for race points to count towards Championship.

If there is a tie in championship points, the the tiebreaker is awarded based on:

1. # of wins, regardless of drops
2. # of 2nd place finishes, regardless of drops
3. # of 3rd place finishes, regardless of drops
4. Etc...until a winner is determined

Final tiebreaker: If still not decided, the best lap time run in 10 Hours of Watkins Glen will determine the tie-break.



## 5) 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 - *except Super Unlimited*

### **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 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
- ☐ All drivers of convertible cars must pass broomstick test, with or without hard top
- ☐ Convertibles may run with hard top or with top off/down - if top off/down, roof nets are required or all drivers wear arm restraints
- ☐ 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)
- ☐ 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; otherwise competitors with fuel capacity greater than either option below must take a 1-lap penalty for Rounds 1-5 and a 4-lap penalty for the 10 Hours of Watkins Glen
- ☐ Fuel capacity is limited to the greater of the following, either:
  - ☐ OE fuel capacity for the chassis, OR
  - ☐ Fuel Capacity in gallons =  $((\text{factory rated HP} + \text{Torque}) / 2) \times 0.05 + 5$
  - ☐ Rotary engines may add 25% to either method above
  - ☐ *In all cases, fuel capacity refers to the total capacity of the entire fuel system, including fuel tank, additional fuel/surge tanks, cells, fuel lines, etc.*
- ☐ 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

### **Timing & Scoring**

- ☐ Transponder, AMB or Westhold (see Section 1, Event Requirements, for details)
- ☐ Flagtronics FT200 in-car unit (see Section 1, Event Requirements, for details)

### **Roll Cage Requirements**

***Every vehicle is required to have a properly built roll cage.*** Generally, existing roll cages used in NASA, SCCA, World Racing League, ChampCar, and other national road racing sanctions, if properly built and inspected, will be accepted for use. Northeast GT highly recommends a minimum roll cage tubing size of 1.75" x 0.120". Any cages built with smaller tubing, regardless of vehicle weight, will be heavily scrutinized.

If Northeast GT will be the first organization to inspect and approve the cage for use in wheel-to-wheel racing, Northeast officials will refer to the roll cage design requirements outlined in the **NASA Club Codes and Regulations**. In these cases, Northeast GT requires a minimum roll cage tubing size of 1.75" x 0.120". All others will be admitted on an exception basis only (e.g., factory FIA cages).

***Homemade cages will fail at the event if they are not built properly regardless of what other series passed the cage. No ERW cages.***

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.**

*This is not a spec series, and a variety of vehicles will be competing at different weights.*



## 6) 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*
- ☐ *MassTuning Advanced run group, or similar*
- ☐ *Time Trial/Time Attack*
- ☐ *Budget/entry-level racing*



## 7) 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.



## 8) 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 10 lb 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.



## **9) 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 10 minutes after the checkered flag. Northeast GT officials may choose to inspect vehicles for compliance systematically, at will, and/or at random.

### **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 cylinder head and exhaust manifold will be verified via visual inspection to determine whether it is aftermarket or original to the engine.

Engine displacement will be verified via a cubic-inch tester tool.

Engine compression ratio will be measured by a compression tester tool.

Verification of engine Modifiers will be in cases of a protest submitted by a competitor at the event. Factory engine specifications to be referenced, as needed. 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 (heaviest driver on the team), 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 vehicle-related protest (engine, modifiers, weight, fuel) 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 (i.e., the competitor being protested is found to be in compliance), the competitor being protested retains their results, and Northeast GT retains the protest fee.

#### **Protest fees:**

- Weigh a competitor: \$100
- Inspect Modifiers: \$100
- Fuel Capacity check: \$250
- Inspect engine: \$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 LTD, 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.

All Northeast GT and Northeast GT logos are trademarked and/or copyrighted material and may not be reprinted, reproduced or re-used for any purpose without the consent of Northeast GT LTD reserves the right to use images, audio and video of you, your team and your car, taken by anyone at any Northeast GT event, for the purpose of positive marketing, promotion, advertising, sales, magazine covers, merchandise, etc. without regard to royalties, fees or any other form of compensation. Images, audio, and video recorded at Northeast GT events may not be used for commercial or for-profit purposes without the consent of Northeast GT LTD..

#### ***Changes from prior version 1.2.1 to current version 1.2.2***

- *Added Flagtronics electronic and scoring - updated Event and Vehicle requirements*