

# Northeast GT (NEGT)

## Rulebook

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

**R0** MAY 17: CANAAN MOTOR CLUB  
**R1** MAY 31-JUN 2: THOMPSON SPEEDWAY  
**R2** JUL 12-14: PALMER MOTORSPORTS PARK  
**R3** AUG 23-25: NEW JERSEY MOTORSPORTS PARK  
**R4** SEP 13-15: NEW HAMPSHIRE MOTOR SPEEDWAY  
**R5** OCT 11-13: WATKINS GLEN INTERNATIONAL  
**R6** NOV 14-16: LIME ROCK PARK

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## **Welcome to Real Clean Racing with Northeast GT**

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

The **NEGT Cup kicks off in 2024 with 6 rounds of racing**. Each round will feature a 3-hour race on Saturday and a 3-hour race on Sunday\*. Each race is scored separately. In addition, our partner organization, MassTuning, will host an HPDE on the Friday before each weekend (\*Thursday for Lime Rock).

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 future NEGT Cup race(s). Each event will offer a separate 1-day GT Race School on both Saturday and Sunday\*.

*\*except Round 6 @ Lime Rock Park, which is Friday & Saturday*

## **No loopholes**

Recognizing that it's impossible for any rulebook to address every conceivable situation, Northeast GT gives its officials the authority to apply and enforce the rules according to both their explicit terms and underlying principle, emphasizing safety, integrity of competition, and fairness. While suggestions and feedback are welcome, the decisions by the officials are final and are not subject to interpretation or negotiation.

## **Evolution**

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



## 1) EVENT FORMAT

### Northeast GT hosts 2-day race events featuring the NEGT Cup and GT Race School:

- **Saturday**
  - GT Race School: progressive 1 day race school with on-track, pit lane/paddock, and classroom sessions, including a graduation mock "race"
  - NEGT Cup: Open qualifying - timed open passing session(s)
  - NEGT Cup: 3-hour race (1 or multiple, depending on vehicle count)
  
- **Sunday**
  - NEGT Cup: Warmup - untimed open passing session(s)
  - NEGT Cup: 3-hour race (1 or multiple, depending on vehicle count)

*Friday HPDE available through our partner organization, MassTuning, before each NEGT weekend. Note, Lime Rock Park schedule is shifted due to no racing on Sundays: Thursday HPDE with MassTuning, then Round 6 Friday & Saturday.*

### **Run group format**

Northeast GT features mixed-class racing. Depending on registration, each race may feature 1 or multiple race groups, which may be divided by vehicle class and/or lap time. In the case of a single race group, car counts will be limited to 20-25 cars per mile, depending on the venue and spread/closing speeds. In the case of multiple race groups, car count limits will be expanded to 30+ cars per mile, depending on the venue and the overall pace of the race group.

### **GT Race School**

The Northeast GT Race School 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.

The 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 mock "race".

With successful completion of the Northeast GT Race School, including a written exam as well as a vehicle exit test, drivers may participate in future Northeast GT wheel-to-wheel sessions, including races later that weekend.





## 2) 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 fully alongside during braking before committing to making an inside pass.
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:**

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%.	

Flag	Expected Behavior	
<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.	
<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.	



Flag	Expected Behavior	
Checkered	Race/session is over. No passing; return to pit lane.	

### 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 (35mph max virtual safety car).

### Starts

**Starts are double-file** to begin each race, unless Northeast GT officials opt for a single-file rolling start (typically in inclement weather/conditions). Depending on the number of classes and relative pace/spread of the field, NEGOT officials may opt for a split start, with multiple pace cars and the field divided by class and/or lap time. **Re-starts are single-file**. In all cases, the pace car will lead the pack at approximately pit lane speeds (35 mph) until Northeast GT officials determine conditions are safe to start. 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 Changes:

2 driver swaps required per 3-hour race. The first driver swap may not occur in the first 20 minutes of the race (measured between the race start time and the time the driver crosses the pit entry line) or in the final 20 minutes of the race (measured between 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 from the time the driver crosses 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. **5-lap penalty per missed driver swap.**

### Pit lane and Paddock speed limits

Pit lane: 35 mph  
Paddock: 5 mph



## **Track Damage**

Racers are liable for costs associated with any "track damage" stemming from incidents such as barrier damage, oil spills, or fuel leaks. The determination of responsibility will be exclusively up to Northeast GT staff and officials.

## **Cameras**

Forward and rearward facing, or a single 360°, operational cameras required. Ideally, the video should capture the driver's hands. It is also advised that live or streaming video setups include an option for local recording to an SD card or USB stick. Officials may request video footage at any time to assist in incident investigation and determining responsibility. To contest lap/contact penalties, video evidence must be submitted to an official within 10 minutes following the race or qualifying session's conclusion. In cases where competitors are involved in incidents and fail to produce video evidence, they may be deemed at fault if the available evidence does not conclusively determine the incident's specifics. If competitors wish to challenge a decision using video, they must have the footage prepped at the relevant moment and demonstrate that the video directly relates to the incident in question. Further details on how to submit this evidence can be found in the supplemental rules.

## **Clean Qualifying**

If a vehicle makes contact with any other vehicle or portion of the race track, spins out on or off track, goes 4 wheels beyond the racing surface, and/or causes an interruption in track time, the qualifying times for that entire session will be discarded. Northeast GT. Clean qualifying rules will be in place for all qualifying sessions.

## **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 (unavoidable)** - even with racing rule #1 and all drivers leaving each other a tire width worth of extra space, situations may unfold that cause contact
  - Suggested Penalty: none up to mandatory driver change
- **Contact (avoidable) - first offense**
  - Suggested Penalty: minimum 1 lap penalty up to driver ejection
- **Contact (avoidable) - second offense**
  - Suggested Penalty: minimum 2 lap penalty up to driver ejection/team DQ



- **Reckless driving on-track**
  - Suggested Penalty: driver ejection/team DQ
- **Speeding or reckless driving in Pit lane or Paddock**
  - Suggested Penalty: 1 lap up to driver ejection/team DQ
- **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: Northeast GT official discretion

*Northeast GT officials may opt to issue a warning for an instance of 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.**





### 3) CLASSIFICATION REQUIREMENTS

#### Northeast GT Cup

To compete in the Northeast GT Cup, in addition to complying with all items outlined in Section 5: Vehicle Requirements, all vehicles must meet a factory power-to-weight ratio (refer to the Classing Calculator on Northeast-GT.com):

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

- **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, externally visually verified*
  - *Identical compression ratio*
  - *Identical displacement*
  - *Identical exhaust manifold*
  - *Identical intake manifold*
- NEGT Cup Class **Cutoff Ratios:**

<b>GT7</b>	<b>7 : 1</b>
<b>GT9</b>	<b>9 : 1</b>
<b>GT11</b>	<b>11 : 1</b>
<b>GT14</b>	<b>14 : 1</b>
<b>GT18</b>	<b>18 : 1</b>

- **Modifiers** = apply all percentage-based Modifiers from table below

**NEGT Classes:** Northeast GT features 5 official classes, GT18, GT14, GT11, GT9, and GT7. Classes are based on factory rated power-to-weight ratios + modifiers, where the # represents the power-to-weight ratio with GT18 being the slowest class, followed by GT14, GT11, GT9, and GT7, respectively.



**NEGT Cup Modifiers Table**

Category	Modifier	Value
Vehicle age	Golden Era boost - Competitors may use the oldest year of the specific make/model/submodel of the chassis	<b>-0.5% per year pre 1999</b>
	Modern Era penalty - Competitors may use the oldest year of the specific make/model/submodel of the chassis	<b>+0.5% per year post 1999</b>
Engine	Added turbocharger	<b>+75%</b>
	Added supercharger	<b>+50%</b>
	Updated replacement or aftermarket cylinder head	<b>+10%</b>
	Updated replacement or aftermarket intake manifold	<b>+2.5%</b>
	Updated replacement or aftermarket exhaust manifold	<b>+2.5%</b>
	Displacement change = $100\% \times (\text{new} - \text{original}) / \text{original displacement}$	<b>+% change</b>
	Compression ratio increase, per full point gained	<b>+5% per pt</b>
Drivetrain Layout	Front wheel drive	<b>+0%</b>
	Rear wheel drive ( <i>live/solid rear axle only</i> )	<b>+0%</b>
	Rear wheel drive	<b>+2.5%</b>
	All wheel drive/4x4	<b>+5%</b>
	Mid engine layout ( <i>engine behind driver, in front of rear axle</i> )	<b>+1% add'l</b>
Transmission	Any stock or custom H-pattern manual gearbox (with or without auto-blip) with clutch pedal OR proper auto/slushbox	<b>+0%</b>
	Sequential, dual-clutch (PDK, DCT), 8+ spd automatic, or similar	<b>+7.5%</b>
Tires and Wheels	200+ treadwear tires only; Tire must not protrude from the fender opening/flare as viewed from the top	<b>+0%</b>
	Any size 4 or 5 lug wheels, aluminum or steel (no exotic materials)	<b>+0%</b>
	Average tire width: +1% for each 10mm wider than 245mm	<b>+1% / 10mm</b>
Suspension	Shocks/struts/dampers with remote canisters	<b>+2.5%</b>
	Unlimited suspension, including Modifications beyond use of OE mounting points; <i>line item above no longer applies</i>	<b>+7.5%</b>



Category	Modifier	Value
<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	<b>+0%</b>
	Wing only - rear wing, no wider than the fenders	<b>+4%</b>
	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>	<b>+6%</b>
	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>	<b>+3%</b>
	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>	<b>+10%</b>



#### 4) CHAMPIONSHIP POINTS RULES

The Northeast GT Cup is a championship series with 6 rounds of racing, each featuring two 3-hour races, one each day, where championship points are available. 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
- Best 8 race finishes count, up to 4 individual drops

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 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, finishing result in the final race of the season



## 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

### **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 - ballast packages should be bolted with 3" oversized washers (minimum 2 bolts; additional bolts required for large ballast amounts)
- 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
- 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 vehicles need to apply NORTHEAST GT windshield banner
- All vehicles need to apply NORTHEAST GT rearward-facing class sticker
- All vehicles need to apply NORTHEAST GT door panels (x2) with numbers applied
- 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.
- Forward and rearward facing, or 360 degree, operational camera(s) required - see Racing Rules for details on video submission
- Fire Suppression Systems are required for Northeast GT races 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 penalty (and absolute max. capacity must not exceed 26 gallons): 2 laps at Palmer, 3 at NJMP, 3 at NHMS, 2 at Watkins, 4 at Lime Rock
- 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 metallic clamp or hold down which must 'loop' around the battery (no toe clamps). 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

***Every car must have at least one (1) transponder. NEGT offers transponder rentals. Competitors who bring their own MyLaps or Westhold transponder must ensure their Transponder ID is correct. Install the transponder as close to the ground as possible, making sure it has a clear view of the track underneath and is not near any heat sources.***

*Northeast GT will not be liable for any issues, misuse, or failures with transponders. If a transponder fails and laps are missed, those laps will not be added back under any conditions.*

### **Electronic Flagging & Lighting**

- Flagtronics FT200 in-car unit

*Northeast GT is implementing electronic flagging supplemented by external light panels and in-car display 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>

*Teams bringing their own FT200 must provide the 8-digit Serial Number. 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 Placement:**

- 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.
- Optional Canbus system installation information can be found at:  
<https://flagtronics.com/pages/downloads>

### **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 GT officials will refer to the roll cage design requirements outlined in the **NASA Club Codes and Regulations**. In these cases, Northeast GT highly recommends a minimum roll cage tubing size of 1.75" x 0.120".

***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:*

- Significant track day experience including HPDE advanced or 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 Advanced, Instructor and/or open passing status with another organization*
- 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 INVOLVED WITH FUELING 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 fueling activities during wheel-to-wheel sessions. Otherwise, long pants and close toed shoes are required on pit lane in non-fueling situations.*

- 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. Not required for crew.



## 8) PIT LANE

### Fueling/Pit Lane

The following fueling rules are in effect from when the first fuel jug crosses the plane of the pit wall until the last fuel jug crosses back over the plane of the pit wall. Vent / overflow jugs are excluded and must be clearly marked with bright tape labeled "vent only" and may serve no other purpose.

- Fueling is only allowed on Pit Road during hot track
- Vehicle must be off during fueling
- 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
- Vehicle may not be touched or worked on during fueling - includes any physical contact (person or object) made with the vehicle, except for performing fueling itself
- Tools may not be staged on the Pit Wall or in the hot pits during fueling
- Fuel catch rule: 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.
- All spills shall 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.
- Car must be fully stopped in the pit box before anyone may cross the Pit Wall
- Up to five (5) team members, including driver, may be over the pit wall at any time
- During fueling, all persons on the "hot" side of the pit 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).
- Fire bottle operator must be in-place before fueling begins and must remain in place until fueling is complete - the sole function is to operate 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.
- A team cannot have more than one fuel jug on or over the wall at a time
- 5 US gallon jugs designated for hand gasoline transfer only. Jugs will be clearly marked at the 5 US gallon level and will not be filled beyond that point. Outlet (hose or nozzle) must be no more than 1 inch in diameter and made of solid material. Jug vents may be modified but must not spill fuel. Fuel jugs must be leak free at all times.
- Dry-break fittings are allowed, but must be leak free and terminate into a container rated for fuel. A quick disconnect or dry break may be used to collect fuel vapors/overflow with no larger than 1 inch restrictor must be in place between the vent and container.
- No funnels allowed
- NO PRESSURIZED SYSTEMS.
- Any fuel delivery system found by officials to be unsafe will not be allowed.



## **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 can do small repairs on their car during pit stops, but not while adding fuel. They can only use small tools, rags, or little parts over the pit wall. Work in the pit lane is limited to 10 minutes. After that, further repairs need to be done in the paddock.

## **Driver Safety Gear all the time**

Drivers must be fully strapped in, with all required safety gear on, and visor down all the time. Northeast GT officials will penalize drivers, at their discretion (suggestion: 1 warning for minor offense, then 1 lap penalty for each offense after), if a driver safety gear violation is noticed when a driver is arriving and/or leaving their pit boxes.



## **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.

### **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.

### **Protest Fees**

**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. In addition, 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**

**Participating in racing comes with inherent risks to participants and their property, with each individual choosing to race at their own risk. Northeast GT clearly states that it cannot guarantee the safety or health of participants.**

The intense nature of racing can worsen pre-existing health conditions, making it crucial for racers to consult their doctors before participating. Despite safety advancements, the risk of accidents, injuries, or fatalities cannot be completely eliminated. Safety measures and personal responsibility are paramount, as participants are solely responsible for their own safety and compliance with safety guidelines.

Upon entering a Northeast GT event, attendees agree to a Liability Release form, acknowledging the risks and agreeing not to hold Northeast GT or its associates responsible for any incidents. Participants are expected to have their own medical insurance and are responsible for any medical or property damage costs incurred. Northeast GT is in no way responsible for injury or loss.

Northeast GT reserves the right to modify event details or deny participation to anyone for safety or operational reasons. Event fees are non-refundable, with policies in place for handling cancellations or withdrawals.

All Northeast GT branding and media content is protected, and its use for promotional purposes is strictly regulated. Unauthorized commercial use of event footage or images is not permitted without Northeast GT's consent.

### **1.4.1 Changes**

- *Tightened driver and crew gear requirements - no change in intent*
- *Tightened driver experience requirements - no change in intent*
- *No funnels for fueling*
- *Batteries must have metallic tie downs that loop around battery*
- *Ballast must be bolted (min 2 bolts)*
- *5-lap penalty per missed driver swap*
- *Clarified Sunday event format - no qual, no school*
- *Added Clean Qualifying rules*
- *Oversized tank penalty updated and outlined per track*