Team Racing Endurance Challenge (TREC)

Official 2026 National Rules

(Rules subject to change)

Feb 11, 2026

(Note: Latest revisions are in blue font and all previous revisions are in green)

TREC Regulations

1. Purpose

Tired of red tape and hassle just to go racing on a real track? TREC is a cool series where you don't need anything other than a car that meets safety specs and a great attitude to have fun. **No** previous racing experience, **no** competition license, and **no** medical exam are required.

Worried about drivers bumping into you? We have an endurance series in which everyone is treated like an adult, and we come down hard on those who do not act accordingly. We expect everyone to act maturely and make good decisions—contact will not be tolerated! Consider this a **no-contact** racing series.

The intent of the TREC series is to host a fun, safe endurance racing competition. If you're not having fun in this series, you're doing it wrong.

2. Administration

2.1. Vehicle numbers and class designation

Vehicle numbers must be easily legible and in a contrasting color, per the CCR. TREC class designation must appear with a minimum 3" white number or letter in the top center of both the front and rear windows, or otherwise comply with CCR class marking requirements.

- Example: If you have an ST class designation, add "TREC" to the front and rear windows.

For endurance races that run into darkness, a small light (e.g., a license-plate light) above the vehicle number is permitted to help Timing and Scoring see the number. Reflective vehicle numbers are also helpful.

2.2. Timing Transponders

Each team must have a MyLaps transponder for Circuit Racing. It should be attached in a low, clear location on the car so its signal can be detected by the track timing loop, and it must be powered on with a current subscription. Each registered team car must have the transponder number associated with it in the team's NASA member profile. Laps will not be counted for unassociated transponders. Teams should monitor the live timing feed for their lap times and report any discrepancies to Timing and Scoring via pit officials.

2.3. Driver Eligibility and Licenses

2.3.1 No medical application is required. However, all drivers must be in good physical condition, as deemed by their physician. Some track experience beyond novice (generally NASA HPDE 3 or a comparable intermediate level) is required. Check with your TREC Series Leader or Regional Director if you are unsure. Drivers who are significantly slower than the rest of the field or who drive erratically may be excused from the race by the Race Director.

2.3.2 A TREC license or NASA Competition License is required to participate in a TREC race. You may purchase a TREC license through your NASA profile for a nominal fee. For new drivers, a TREC Provisional License application is required along with passing the NASA CCR Test.

2.3.3 Once you demonstrate sufficient skills in a NASA TREC competition, your TREC license will be upgraded to non-provisional status by your Regional Director. You are expected to drive incident-free for at least three (3) events.

2.3.4 Anyone who holds a TREC competition license and completes six (6) NASA TREC events may apply for a NASA Provisional Competition License (valid for NASA sprint racing, Championships, WERC, etc.). However, you must also pass the HPDE 4-level checkout ride and/or attend a Competition Licensing Evaluation.

2.4. Entry Fees
The Team Captain (team owner) is responsible for paying all fees and submitting all paperwork. Each driver must also register as a driver and be listed on the owner's team.

2.5. Unauthorized Drivers
If an unregistered person is found to have driven on course, all drivers of that vehicle will be subject to disciplinary action, with a minimum penalty of exclusion from the event. Exclusion may also include loss of finishing position and points.

2.6. Declaration
Each team must declare its team name, class, and Team Captain (team owner) on its entry form when registering. Each Team Captain may only apply season points to one team entry. If a team name is not declared on the entry form or a different name is used, the team will be viewed as a new, independent team.

3. Technical Eligibility
3.1. Eligible Vehicles
3.1.1 All closed-wheel race cars and sports racers with adequate safety equipment and a NASA annual inspection sticker may be permitted to enter, subject to approval by event administration. All vehicles must display at least one NASA decal on each side, one on the front, and one on the rear. No other current sanctioning body decals are permitted, except INEX and 600 Racing.
Note: INEX Thunder Roadsters and Legends are considered closed-wheel vehicles.

3.1.2. Technical Safety Inspection
All cars are required to pass a NASA annual inspection and display an annual inspection sticker on the driver's side of the front windshield. Entrants must show proof of compliance with the safety rules in the CCR. It is the team owner's responsibility to ensure the vehicle and all drivers' and crew's safety gear meet safety standards and NASA rules or to obtain an allowance from the Race Director or Event Director.

3.2. Tires
You may use any street tire (DOT) rated 200 TW or higher, as shown on the sidewall, or any tire that is legal for your car under NASA Super Touring rules as long as the lap times remain within the class minimum lap time. Classing is designed around 200 TW tire performance.

3.3. Fuel Tanks / Cells
3.3.1 Vehicles must start with no more than twenty-four (24) gallons of fuel. ~~fuel than the OEM tank(s) holds, or a maximum of eighteen (18) gallons, whichever is less.~~
3.3.2 No vehicle may have more than two OEM tanks or more than two fuel cells.

3.3.3 No vehicle may be capable of carrying more than twenty-four (24) gallons of fuel ~~thirty-four (34) gallons of fuel~~ at any time. Vehicles with fuel tank(s) capacity greater than 24 gallons must report to Tech before the race to demonstrate displacement blocks have been added to limit the amount of fuel that can be carried to 24 gallons or less. The tank(s) will be verified to be empty, then the volume necessary to fill the tank(s) will be measured and must not exceed 24 gallons.

3.3.4 The term “filler hose(s)” refers to those attached to the vehicle.

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

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

3.3.7 Only one five-gallon can may be used to refuel the vehicle through a single fill point at any given time.

3.3.8 A single external container (e.g., swirl pot, vent can, surge tank) may be used, provided it has a capacity no greater than 1.5 liters (0.4 gallons), is constructed of aluminum or stainless steel, has threaded fittings to stainless steel braided fuel hoses, and is separated from the driver’s compartment by a bulkhead. Any container over 1.5 liters is considered another fuel cell and is subject to fuel cell requirements.

3.3.9 Each fuel tank/cell is limited to one vent, no larger than one (1) inch in diameter. All non-OEM vents must have a check-valve or “rollover” valve to impede fuel leakage.

3.6. Vehicle Substitution

3.6.1 If a vehicle breaks during the race, a team may substitute another vehicle after the start of the race, provided the vehicle has passed tech inspection and the substitution is approved by the Race Director. However, the team’s laps will restart at zero with a vehicle substitution.
Note: *The Team Captain must notify Timing and Scoring ~~and Scoring must be notified~~ of any car number and/or transponder number change.*

3.6.2 If a vehicle breaks prior to the start of the race and there was a timed session to determine qualifying order, then the substituted vehicle must start at the back of the entire field. Alternatively, it may be permitted to start at the back of its respective class if:

1. It is a split grid based on class, and
2. The Race Director approves.

3.7. Night Racing (Star TREC)

3.7.1 If the race may run past dusk, brake lights, headlights, and taillights are mandatory. It is highly recommended to have at least two headlights, two taillights, and two brake lights. If one light fails, the vehicle will not be black-flagged provided at least one sufficiently working light of each type remains.

3.7.2 Any number of additional forward-facing driving lights may be added to the vehicle. However, if the Race Director deems any lights excessive or hazardous, the vehicle may be black-flagged. Any offending lights must be permanently disabled or removed.

3.7.3 Roof-mounted lights are prohibited.

3.7.4 Colored lights to identify the team’s vehicle at night are permitted, provided they do not confuse other drivers (e.g., no white light to the rear). No flashing or blinking lights are permitted, except:

- A NASA-approved or mandated flashing light (e.g., JAWS) used by stalled drivers as a warning.

- Brake/rain lights that blink under braking.

4. Classes

4.1. TREC Classes

TREC classes, regardless of tire choice, are based on NASA Super Touring (ST) class track-record times at each event location, plus three (3) seconds (rounded up or down to the nearest whole number). The Series Leader may adjust the calculations if needed for a more even class distribution. The fastest lap times for each TREC class will be posted for every track hosting TREC races prior to the start of the season. Teams may choose whichever class they wish to compete in.

In order of slowest to fastest:

- TREC 6 = ST6
- TREC 5 = ST5
- TREC 4 = ST4
- TREC 3 = ST3
- ~~TREC U = ST2, ST1, SU~~

For example, if the Mid-Ohio ST5 track record on the Pro Course is 1:37.8, then the minimum TREC 5 lap time would be 1:41.0 on that course.

4.2. Penalties for Exceeding Minimum Class Time

Any team—regardless of which driver is at the wheel—that goes faster than its class's minimum lap time for even a single lap will be moved into the next fastest class. Teams will be notified, and the class designation must be updated on the car at the next pit stop. Any team exceeding the fastest class (TREC3) lap time will be given one warning. If a second violation occurs the team will be relegated to "Fun Run" status and will receive DNF status with no season points for that race.

4.3. Sandbagging

Consistent or repeated acts of purposely slowing a car's pace to avoid exceeding the class lower limit is considered sandbagging. Running in a slower class than the team (car and drivers) is capable of is not in the spirit of TREC, can result in unpredictable driver behavior, and creates an unfair advantage over teams who have classed themselves appropriately. Sandbagging will not be tolerated. If a team is suspected of sandbagging the Series Leader or Race Director will investigate. If the team is found to be sandbagging, severe penalties will be issued.

5. Format

5.1. Grid

Pre-grid closes when the pace car leaves. Late vehicles must start at the back of the entire field or may be held to start from pit lane at the discretion of the Reentry Steward or Race Director.

5.2. Race Length

The actual race length may vary and will end at a predetermined time of day or after a specified duration. The Race Director will announce the exact length and end time before the start of the race. However, the Race Director may adjust the race length for unforeseen circumstances. The official clock starts when the pace vehicle takes the course for the warm-up lap(s), unless otherwise noted.

5.3. Starting Order
5.3.1 The Race Director will choose a method to determine the starting order. Methods may include gridding based on season points (or reverse), a qualifying session, vehicle number, alphabetical order, etc.

5.3.2 The chosen starting method cannot be disputed. However, notify the Race Director if there is an error in your assigned starting position.

5.4. Race Finish
The overall leader will be shown the checkered flag at the finish flag stand as soon as possible after the official race time has elapsed. There is usually (but not always) a "last lap" flag indication from the Starter.
Note: Not all finish lines are directly in front of the finish flag stand.

5.5. Leaving Hot Pits
Vehicles may be held from leaving the hot pits when the pace vehicle is on track. The stewards may hold a vehicle until the pack passes if they believe the vehicle cannot safely catch the end of the pack before reaching the incident.

5.6. Red Flag
In a red-flag situation, all work on vehicles in the pits (hot pits and cold pits), including refueling, must stop. Drivers who choose to pit during a red flag will lose their position and will not be permitted to enter the paddock until the course returns to green. Teams may continue to work on vehicles that were already in the paddock before the red flag. However, those vehicles must not return to the hot pit lane or track until the green flag is displayed at the Starter's stand.

5.7. Repair on Hot Pit
Vehicles may be repaired on the hot pit in a safe location at the discretion of an official or the Race Director. At least one jack stand must be placed under a vehicle if a crew member is working beneath it. The vehicle's weight need not rest on the jack stand, but the stand must be in position. If repairs exceed 30 minutes, the team will be asked to take the car to the paddock to complete the repairs.

5.8. Full-Course Yellow
The pits are "closed" during a full-course yellow. Any team already in pit lane may continue working and exit pit lane at the Pit Out Marshal's discretion. Once the last manned turn station (before pit entrance) displays double-yellow flags (or another defined indication), the pit lane is considered closed. If a vehicle enters pit lane during a full-course yellow, the driver has two options:

1. Park in the team's pit space and do nothing until the green flag is displayed. The driver may not exit the vehicle (unless it's an emergency or instructed by an official), and no one may work on the vehicle.
2. Continue through pit lane and rejoin the field at the Reentry Marshal's discretion, based on safe-release conditions.

6. Scoring
6.1 Finishing position

is determined by the total number of laps completed, regardless of whether the vehicle is running at the race's end. If two vehicles have the same number of laps, the one that crossed the line first is scored ahead. If two vehicles break down on the same lap, the one that completed the most distance since the green flag will be placed higher.

6.2 Provisional results
may be announced at the track along with any trophy presentation. Results are not official until marked "Official" and published by the NASA office.

6.3 Season points
are awarded per the CCR. Teams cannot drop races from their season points unless otherwise announced by the NASA office. Check with your Region for points structure.

6.4 Vehicles penalized a certain number of laps that results in a tie for total laps completed will be scored ahead of the teams that actually completed that number of laps. In other words, the tie-break favors the penalized team. If two or more teams are penalized and end up tied with each other, they remain in their previous order before penalties were assigned.

7. Safety
7.1 Reckless or negligent behavior by any driver or crew member that causes damage to themselves, equipment, pit surface, track, or other drivers' equipment or persons can result in severe penalties. If a crew member is injured during a pit stop, the team may be disqualified.

7.2 Minors are not permitted in the pit lane. Exceptions may only be granted under CCR rules and with approval from the Race Director or Regional Director.

7.3 Crew helmets are permitted and encouraged.

8. Pit Lane / Pit Stops / Refueling / Drive Time
8.1. Pit Space
8.1.1 Pit Spaces / Markings
Competitors may not mark track property with any permanent material such as paint. Each team is responsible for its own space and must keep it maintained. Only use tape that will not damage the surface upon removal, and remove the tape immediately after the race. Failure to do so may result in penalties.

8.1.2 All teams are required to keep the following items in their pit space:
- Two (2) gallons of water
- At least one fully charged BC- or ABC-rated fire extinguisher (5 lb. or larger) with a functioning gauge
- At least five (5) pounds of oil absorbent
- A fuel catch pan

CO2 and Halon/Halotron/Novec 1230 extinguishers are recommended as they do not leave residue.
Teams cannot share these required items between pit spaces, even within the same team. The team owner is responsible for any damage to the track, pits, or paddock. Tools, and equipment may be shared.

8.2. Pit Stops

8.2.1 All pit stops during competition when fuel is added to the vehicle require the vehicle to be stationary in your pit space for at least five (5) minutes. (Timers may be available at pit-in.) Pit stops not involving fuel have no time limit.

8.2.2 ~~Teams must make a pit stop at least every two (2) hours.~~
~~● Example: A four-hour TREC race will require two five-minute pit stops. A seven-hour race will require three five-minute pit stops.~~ Each team must make a minimum number of five-minute pit stops during the race. The number of required pit stops is calculated by dividing the published race duration by two (2) and rounded down to the nearest whole number. For example, a four-hour TREC race will require two (2) five-minute pit stops. A seven-hour race will require three (3) five-minute pit stops.

8.2.3 Teams must make a five-minute pit stop at least every two (2) hours.

8.3. Refueling
8.3.1 Any handling of fuel and/or containers in the pit space may only be performed by a person wearing proper fire attire and a helmet, as outlined below.

8.3.2 Each team must dump the contents of at least one NASA-approved five-gallon can of fuel into its vehicle during the race. A maximum of ~~two (2)~~ three (3) NASA-approved five-gallon containers may be emptied into the vehicle during any single pit stop. These containers may not be refilled during the same pit stop.
Note: Six-gallon or otherwise oversized containers sold as "five-gallon" are not legal. All refueling during the race must occur in the hot pit.
NASA-approved refueling cans must use a clear filler hose. When "full," the fuel may be at the neck of the can but not above it (i.e., no fuel visible in the hose).

8.3.3 All refueling must use NASA-approved*, five-gallon containers labeled "FUEL," which must remain capped when not in use. The cap may include a hose if the hose is capped when not in use. Shutoff valves are considered caps. Fuel container vent hoses smaller than 3/16" inside diameter need not be capped. See Appendix A for examples of NASA-approved containers.

8.3.4 Methanol fuel is not permitted.

8.3.5 Teams are permitted one (1) 55-gallon drum in their paddock space at any time. Additional barrels must be stored in an area designated by track personnel.

8.3.6 Storing fuel in containers larger than five (5) gallons in a team's cold pit space is prohibited.

8.3.7 A standard doormat or small carpet piece is not considered a refueling device. It may be placed on the ground before the vehicle enters the pit box but must be removed once the vehicle leaves. Fire extinguishers are not considered refueling equipment.

8.3.8 Refueling begins as soon as any refueling device crosses over the pit wall. Items under direct control of a team member used for refueling may be placed on the pit wall once the vehicle enters pit lane. However, the vehicle must be stopped before any refueling item may be brought over the wall (or taken from the wall) into the hot pit lane. Only one fuel jug may be over the wall at a time. There is no requirement for the engine or master power switch to be on or off.

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

8.3.10 Teams are NOT permitted to perform any work on the vehicle during refueling. Teams may change drivers and driver seat inserts during refueling.

8.3.11 All refueling during a pit stop must be performed first. If the team wishes to add fuel after working on the vehicle, the vehicle must complete at least one lap before pitting again for fuel.

~~8.3.12 Vehicles with an 18-gallon or larger fuel capacity must report to Tech before the race to verify the tank(s) are empty. Once verified, 18 gallons may be added, and the fill spout will be sealed for the start of the race.~~

8.3.12~~3~~ Two properly dressed fuelers are allowed over the wall while refueling, plus one fireman with a fire extinguisher 7–10 feet away so as not to be engulfed in a flash fire. The fireman may not touch any fuel equipment, cans, or pans.

8.3.13~~4~~ Driver changes during refueling are permitted. The driver may remain in the car or exit to assist the next driver. Alternatively, the driver may assist with refueling, but will then be counted as one of the two permitted refuelers. No more than five (5) total people may be over the wall during any pit stop—including drivers—and each person must serve a function.

8.3.14~~5~~ Changing radios, cameras, and other adjustments must wait until after fueling is complete and all fueling gear is behind the pit wall.

8.4. Refueling Equipment

8.4.1 All TREC classes may use a dry-break valve (male) Redhead – any size probe with 1.50-inch hose barb and 1.25-inch I.D. bore, or any dry-break used in conjunction with a 1.25" restrictor plate is permitted.

- *Note 1:* The additional expense of a dry-break system is not required for a five-minute pit stop.
- *Note 2:* Any size Redhead system is not considered a "quick-fill" under these rules.

8.4.2 ~~TREC U-class cars may use any fueling method outlined in NASA Endurance Regulations, including "quick-fill" rigs, if approved by the Race Director prior to use.~~

TREC 3–6 classes are prohibited from using any "quick-fill" method. "Quick-fill method" is defined as refueling a vehicle using any of the following items:

- Fuel containers other than standard approved five-gallon plastic fuel cans
- Specialized nozzles (aircraft), non-approved "Dry Breaks" (NASCAR/IMSA), fuel pumps of any type, electric power tools, wheels (for any purpose), support stands, pressurized containers, vacuum tank/cells, or other devices deemed outside the spirit of these rules

The use of hoses, funnels, clamps, PVC & ABS fittings, valves, pipes, threaded connectors, roofing supplies, plumbing supplies, and similar hardware-store items is generally permitted unless restricted.

8.5. Careless Handling of Fuel

All fuel collected in a pan or overflow container must be returned to a fuel can. Catch cans/pans must be at least 12” in diameter with a minimum 3” lip, made of metal or plastic. Careless handling of fuel will result in harsh penalties. Spilling fuel is considered careless handling—this includes spilling into a catch pan on the ground. Pit lane officials will determine when fuel has been handled carelessly. A few drips during refueling do not necessarily constitute a spill.

8.6. Refueler Attire
Refuelers and the fireman holding the fire extinguisher must wear safety equipment equivalent to the driver’s gear (except a head-and-neck restraint) per the CCR. That means a Nomex suit, gloves, shoes, and helmet. Any crew members over the wall during refueling are considered refuelers and must wear proper attire. All refuelers with open-faced helmets must wear a balaclava (head sock) and eye protection while refueling, regardless of facial hair.

8.6.1 Exception:
Refuelers may utilize a Snell SA2000 (or newer) rated helmet for refueling. Standard “crew helmets,” commercially manufactured for auto racing, may be used if a balaclava and eye protection are worn.

8.7. Fire Hazards
Smoking or open flames are prohibited in the hot pits. The Race Director must approve any repairs that may create a fire hazard (e.g., welding, grinding). No heaters of any kind are permitted in the pit lane without the Race Director’s approval.

8.8. Tire Changes
8.8.1 Teams may change only one tire per pit stop in the hot pits.

8.8.2 Rotating tires is permitted, provided that all tires on the vehicle when it leaves the pit stop are those that were on the vehicle when it entered. Mixing these rules (one tire change plus rotation) in a single stop is not permitted.

8.8.3 Only one tire-changing tool (impact gun, lug star, etc.) may be used at a time. Cordless electric power tools are permitted.

8.8.4 Only one side of the car may be jacked up at a time to change tires.

8.8.5 Compressed gas cylinders must remain behind the pit wall while the event is underway. A crewmember may use a person-mounted gas cylinder (e.g., SCUBA tank) to power a pneumatic tool, provided each cylinder powers only one tool at a time. Cylinders must be carried or mounted upright, and only the crewmember wearing the mounted cylinder may operate the attached tool.

8.9. Pitlane
8.9.1 The pitlane must remain clear. Crewmembers must stand behind the pit wall or against the trackside wall until their vehicle enters the hot pit lane. No one except officials and authorized media is permitted to stand in the pitlane unless their vehicle has entered the pitlane (where the speed limit begins).

8.9.2 Only crewmembers, officials, and authorized media may be at the trackside pit wall. Crewmembers are only permitted at the trackside wall to signal their driver. Spectating from the trackside pit wall is prohibited. No one may be in the hot pit lane or near the trackside wall until after the initial green flag is shown and all vehicles have passed the first corner.

8.10. Pit Speed Limit
The speed limit in the pit lane is 25 mph, unless otherwise indicated. The limit is in force from the first occupied pit box (or coned pit-in station) to the last occupied pit box (or coned pit-out station), unless otherwise marked or specified by the Race Director or event regulations.

9. Suggested Penalties
Penalties are not fun and require event officials to go against the spirit of the event. Therefore, if a penalty is necessary, you may receive one of the following unpleasant experiences. NASA generally uses two basic penalty systems:

1. Post-race penalties via subtracting laps.
2. Timed stop-and-go penalties for each infraction.

Any penalty ~~that mentions~~ described in "minutes" ~~"laps"~~ can be applied by subtracting the equivalent number of laps. ~~under the timed stop-and-go system by substituting "minutes" for "laps."~~ Example: A 10-minute ~~5-lap~~ penalty becomes a 5-lap ~~5-minute~~ penalty when lap times are about two (2) minutes. If it's too late in the race to issue the full-time penalty, the race results will be adjusted to penalize that team the assigned time plus 30 seconds.

9.1. Administration
9.1.1 Unexcused absences from the driver's meeting may result in starting last on the grid or being disqualified. Other penalties may apply.

9.1.2 Failure of a driver to properly register before going on track will result in ejection and disqualification of the entire team.

9.1.3 Crew members failing to obtain proper wristbands or credentials may result in exclusion from the event.

9.1.4 Failing to pit after being shown two open black flags accompanied by your vehicle number on a sign will result in the loss of credit for subsequent laps.

9.2. Pit Lane Safety
9.2.1 Spilling or careless handling of fuel in the pit lane will result in a 5-minute ~~5-lap (or 5-minute)~~ penalty.

9.2.2Working under a vehicle without jack stands will result in a 1-minute ~~1-lap (or 1-minute)~~ penalty.

9.2.3 Speeding in the paddock will result in at least a 1-minute ~~1-lap (or 1-minute)~~ penalty.

9.2.4 Speeding in the pit lane will result in at least a 1-minute ~~1-lap (or 1-minute)~~ penalty.

9.2.5 Refuelers failing to wear proper attire may result in penalties ranging from a warning to a 1-minute ~~1-lap (or 1-minute)~~ penalty per offense.

9.2.6 Smoking, open flames, unapproved welding, or grinding will result in at least a $50 fine.

9.2.7 Failing to properly man a fire extinguisher during a refueling stop will result in a 1-minute ~~1-lap (or 1-minute)~~ penalty.

9.2.8 Working on the vehicle while refueling may carry a penalty of at least 1-minute ~~1 lap (or 1 minute)~~.

9.2.9 Unauthorized refueling outside of pit lane during the race (including during a red flag) will result in a 10-minute ~~10-lap (or 10-minute)~~ penalty.

9.3. On-Track Conduct

9.3.1 Passing under a double standing yellow will result in a 2-minute ~~2-lap (or 2-minute)~~ penalty (post-resumption of green).

9.3.2 Passing under a single standing yellow will result in at least a 5-minute ~~5-lap (or 5-minute)~~ penalty (during green-flag conditions).

9.3.3 Passing under a waving yellow will result in at least a 10-minute ~~10-lap (or 10-minute)~~ penalty.

9.3.4 Over-driving a waving yellow (too fast) without emergency personnel present will result in at least a 20-minute ~~20-lap (or 20-minute)~~ penalty.

9.3.5 Over-driving a waving yellow (losing control) with emergency personnel present will result in a minimum 30-minute ~~30-lap (or 30-minute)~~ penalty plus exclusion of the offending driver for the remainder of the event.

9.3.6 Yellow Flag Violations with Damage: Causing damage to any vehicle (including the offender's) in a local yellow zone will result in immediate disqualification of the offender's team entry, taking track conditions into account.

9.3.7 Yellow Flag Violations with Injury: Causing injury to any person (including the offender) in a local yellow zone will result in immediate and permanent ejection of the offender from NASA, taking track conditions into account.

9.3.8 Passing and Body Contact: In a passing situation, both drivers must share the road and must not impede a pass. This does not alleviate the overtaking driver's responsibility per NASA CCR §25.4.1.

9.3.9 Any driver "screwing around," driving dangerously, causing body contact, or generally being a problem will be penalized or may be asked to leave.

9.3.10 No blocking! Drivers get zero moves—no defending the line. During a pass, once the passing car is beside the car being passed and has the right to the line, the car being passed must not squeeze the passing car and leave 1 car width of racing room.
(Note: This is different from NASA CCR ¾ width rule.)

9.3.11 All penalties are at the Race Director's discretion and may be increased or reduced. Penalties may be applied to the individual driver or the entire team.

9.3.12 If body contact occurs, the vehicle making the pass must pull into the pits and report to a pit official. Both cars may be penalized for contact.

9.3.13 TREC is a no-contact racing series. Drivers found at fault for contact (regardless of severity) will automatically be suspended from the next TREC race in their region.

9.4. Miscellaneous Suggested Penalties

9.4.1Changing more than one tire per stop will result in a 2-minute ~~2-lap (or 2-minute)~~ penalty per additional tire.

9.4.2 Not meeting fuel stop requirements will result in at least a 10-minute stop-and-go or equivalent laps.

9.4.3 Failing to comply with pit space requirements (fire extinguisher, 5 lbs. of absorbent, etc.) will result in a $50 fine per missing or insufficient item.

9.4.4 Failing to use boards under loaded jack stands on asphalt will result in a 1-minute ~~1-lap (or 1-minute)~~ penalty, and the team will be billed for any damage.

Appendix A

A1.0 Intent

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

A2.0 Approved Containers

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

*****LEGAL CONTAINER REGARDLESS OF BRAND*****

LEGAL HUNSAKER BRAND ONLY. Specified fuel jug and approved accessories are permitted.

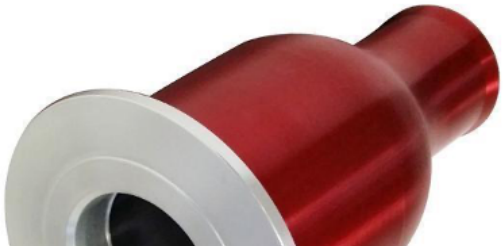
No modifications may be made to any approved Hunsaker jug or accessory. Any hoses may be used.

P/N HUN-3005-225

180 J-pipe Stainless Steel

180 degree Dumpcan J-pipe extension

A2.1 Approved Dry Break System for ALL TREC classes.



P/N H-PP125M

P/N H-PP125FRM Coupler

A3.0 Examples of Illegal 6+ gallon Containers

*****NOT LEGAL CONTAINER REGARDLESS OF BRAND*****