

Memorandum

Note- Schedule Included (see below)

From: Jerry Kunzman, Event Director

SEVERE ENDURANCE RACING

Supplementary Rules and Regulations 2015

This event is titled the NASA 25 Hours of Thunderhill Presented By Hawk Performance. This title should be used at least once in any publications, articles, and/or web postings.

- 1) ALL DRIVERS MUST BE UTILIZING A HEAD AND NECK RESTRAINT DEVICE CARRYING AN SFI 38.1 certification label or HANS devices with FIA 8858-2002 certifications. **THERE ARE NO EXCEPTIONS. A CURRENT LIST CAN BE FOUND HERE: <http://www.sfindoundation.com/manuf.html#38.1>**
- 2) No participant may **test**, or drive in any kind of event, at Thunderhill Raceway Park from November 14th (inclusively) through December 2nd (inclusively). The track will offer testing on Thursday and Friday before the event. Please contact the track regarding testing: 530-934-4455 x 100
- 3) ALL teams must check in with **NASA Registration**. Registration will open at 12:00 noon on Friday at Thunderhill Raceway Park and will be located on the first floor of the main building, unless otherwise posted. Registration CLOSSES at 8pm on Friday. Any team failing to pickup up their registration package by 8pm will be excluded from the event; no exceptions.
- 4) **Crew credentials** will be enclosed in the registration packages that are picked up at the track. All drivers and crew must display a racing license or a crew credential at all times. No access to the pit lane (hot pits or cold pits) will not be allowed unless the person is wearing an event credential (crew or media) or is a registered driver displaying their license. Note- "Pitlane" refers to both the "cold pits" and the "hot pits." Any person found in the pitlane without possessing a proper credential, but has been issued one, will cause the team to be penalized by a stop and go penalty. Any person found in the pitlane without a proper credential that has not been issued one, will cause team to be penalized by a 30-minute stop and go penalty. Any team found to have an unauthorized minor in the pitlane will be disqualified.
- 5) Please note the strict **PADDOCK RULES** http://www.nasaproracing.com/norcal/events/paddock_rules.pdf
- 6) Each car is required to have **TWO AMB transponders**. Transponders may be purchased before the event from I/O Port Racing (800) 949-5712. Additionally, there will be a small supply for sale at Registration at the track. All teams will be required to use an additional AMB transponder for back up timing. Clarification- teams are responsible for using obtaining and using two transponders. This can be done by borrowing one from one of the other drivers on the team, since most drivers have their own racecars.
- 7) **Transponders** must be at least four feet apart. It is recommended that one be mounted in the front of the car and the other one in the rear.
- 8) NASA-provided **transponder stickers** shall be placed on drivers right, back window. If vehicle does not have a rear window, then sticker shall be placed in that general area of the rear window
- 9) There will be video recording documentaries and a **network TV production**, as well as a number of magazine writers present. Therefore, in keeping with the spirit of NASA, we expect to see only professional behavior at all times. Unprofessional, unsportsmanlike, and aggressive behavior will be cause for immediate and harsh actions, including fines, and/or ejection.
- 10) The **"matching team uniform"** rule will be enforced. Team members with non-matching uniforms may not be allowed entry to the hot pit lane. Anyone needing uniforms may contact www.gogogear.com.
- 11) All cars MUST display **four (4) NASA decals** while on track. The decals will be given to any team in need of them, free of charge.
- 12) There is a **sound limit** of 95 dBA MEASURED AT **100 FEET** (This is the same as 101 dBA at 50 feet.) This sound limit is in effect, and will be policed, for the entire event, including testing days.
- 13) Obnoxious and / or blinding **lights** will be subject to "adjustment" per the rules. *Headlight mounting is limited to the outer 12 inches of the vehicle corners. The measurement is taken from the outside edge of the front fender. "Headlight" includes auxiliary forward-facing lights meant to improve visibility, including "corner lights." No headlight shall be mounted higher than the base of the windshield. **_OEM headlamp assemblies are not affected by this rule providing the light source remains an OEM part, a direct replacement part, and/or upgraded replacement part, manufactured for the make and model of the vehicle and installed without modification. See Appendix E for diagram.***

- 14) **NASA will assign pit spaces.** Teams may not be given a choice of space. Teams will however, be allowed to make a request to pit next to other teams.
- 15) There is a 25mph **speed limit** in the pitlane. The officials should signal drivers to slow down, if they feel that they are over 25mph. If this signal is obeyed, there should be no penalty. The officials' objective is to help all teams enjoy their experience safely, not find ways to issue penalties. So, they will do their best. **Speeding in the pitlane** will warrant penalties. Those will range from a warning to a timed stop and go at the discretion of the race director.
- 16) There is **no gate fee** or admission charge for this event for participants. Please note- The track may charge for spectators (\$15 per person for admission) starting at 9:00AM on Saturday morning. Any personnel with your team coming in after 10am on Saturday will just need to state the name of the team they are with.
- 17) There should be a 25-hour **countdown clock** mounted in a viewable location. This countdown clock will NOT be the official clock for the event, however we will attempt to synchronize it to show you the actual time as closely as possible. This is an added feature for your convenience.
- 18) NASA will be broadcasting **live Timing & Scoring** results throughout the pits and paddock. This live feed is accessible via an application for smart phones called "Race Monitor." Additionally, the live feed will be available through the track's WiFi system. There should also be an area in Race Central (main building, 1st floor) to view the current standings live. Do NOT go to T&S during the race unless asked to do so by an official or a NASA official gives permission. The link to the URL for live timing will be posted on the main page for the event: www.nasa25hour.com and covers most, or all, of the paddock.
- 19) ~~At least one team member, with radio contact with the driver, must monitor the published UHF frequency for firsthand flagger reports and track conditions. must monitor the Spotter Application. Additionally, each driver is required to use Spotter inside the cockpit. In addition to flag warnings, the Spotter App will monitor speeds through safety zones. Rule suspended as of 10/27/15. Alternative supplemental communication system(s) TBA, if applicable.~~
- 20) Each team is required to have a working cell phone in their assigned pit area that will be monitored during the entire event. Teams must ensure that NASA Registration has that cell phone number on file.
- 21) For convenience, teams may **contact Race Control** by telephone: 530-934-8793
- 22) There will be an **open practice** session on Friday, from 4:45 PM until 5:15 PM, regardless of whether a team has previously signed up for testing.
- 23) The Race Director intends to provide a **qualifying** session on Friday, between 5:15 PM and 5:45 PM. Those drivers that wish to be on track from 4:45 PM until 5:45 PM for the practice / qualifying session, and have not previously registered with the track for testing that day, **MUST** sign in with the track office. There will be no fee; however each driver must follow this rule when applicable.
- 24) The Race Director reserves the right to **change the qualifying method, location, and/or track configuration** at anytime. If something should prevent an accurate qualifying session, the Race Director may choose another system per the Endurance Series rules.
- 25) All teams shall have their car's **logbook** and presented and signed by a NASA tech inspector. Logbooks from other recognized organizations might be adequate, but must be cleared with a NASA inspector prior to the event.
- 26) All vehicles must conform to their **class' safety and preparation** rules. Class rules from these organizations may be allowed to compete: NASA, SCCA, JAF, BMW Club, FIA, IMSA, Grand Am, POC, PCA, ICSCC, and CASCC.
- 27) **Tech location** will be near the registration building under the permanent awning. All cars must be teched before the race either by presentation of the logbook and or by direct inspection if the car does not have a logbook from an approved sanctioning body.
- 28) The team must **declare a class** for their vehicle. That could be a regular NASA class or another class recognized by another organization. In the case of the latter, the team **MUST** provide a current rule book for that class proving that their car meets those rules; in particular with regards to safety. No vintage style safety rules are allowed. The car must fit into a class from NASA, IMSA, Grand Am, SCCA, ICSCC, MCSCC, EMRA, or an FIA listed class. BMW Club Racing cars are approved safety wise, providing that they meet full NASA or BMW Club Racing published safety specifications.
- 29) Changing of the tub (**uni-body**) or chassis is not permitted.
- 30) Certain **race cars that were made for road racing in other countries** than the United States may be eligible for competition in the 25-hour race providing that they meet with full FIA or JAF safety specifications.
- 31) **Pre-Registration will close** November 1st at 1700 hours PST. **NO REGISTRATIONS WILL BE ACCEPTED AFTER NOVEMBER 20th 2015**
- 32) **At the track- Drivers being added (or changes)** to a team at the track will be charged \$50 per driver per team in addition to any other applicable fees. Changes must be made before registration closes.
- 33) At the track **Crew Credentials** must be obtained from registration and will be charged an additional \$35.

- 34) The entire paddock from the ramp by the medical building all the way to the track shops will be pre-assigned for each team. A team may keep anything they want in their pre-assigned space, including street vehicles.
- 35) There is **additional "open" parking** space, and each vehicle is required to have a parking sticker. Free parking is located in the "drifting area" in the southwest corner of the property (near Turns 10 and 11).
- 36) **Drivers that do not possess a valid NASA** racing license, but possess a valid license from another sanctioning body, approved by NASA, that register at the track must submit all applicable paperwork and fees for a NASA license, plus an additional \$25 fee. Drivers that present a currently valid FIA or SCCA license need not submit a copy of their SCCA medical.
- 37) All **rules contained in this supplement** and presented at the drivers' meeting supersede any conflicting rules found in the NASA Club Codes and Regulation and in the Endurance Series Rules.
- 38) **"Rookies"** are not allowed to drive in this event, except during the **daylight hours**. A "Rookie" is a driver with less than eight (8) road races. Road races with other sanctioning bodies count. Time Trials, open track, lapping days, HPDE, instructor licenses, etc., do not count.
- 39) **Body Contact** will bring penalties. All body contact, as defined by the CCR, must be reported to the Race Director within 30 minutes of the incident. Incidences will be dealt with swiftly and penalties will be issued. If the Race Director is unable to determine fault, both cars may be brought in for penalties. Note- The penalty times may or may not be equal.
- 40) All teams **MUST** keep a **drivers log**. The log must show which driver was driving during which times. Failure to keep an accurate log will result in penalties.
- 41) Using **colored lights** to identify the team's car at night is permitted providing that the lights and colors do not confuse other drivers (e.g. no white light to the rear). No flashing or blinking lights are allowed, *except as mandated*. Blue lighting at, or near, the roofline is not allowed.
- 42) *All entered vehicles must install and use the Jacques Advanced Warning System (JAWS) light manufactured by I/O Port Racing Supplies (part number JAWS15). This light is a small, isolated, highly visible flashing yellow LED strobe.*
- 43) *The use of JAWS is only allowed for vehicles stopped on, or close to, the course, in the event of an emergency, to warn other vehicles.*
- 44) *The hardwired version of JAWS must be wired directly to the battery, bypassing the main shutoff switch.*
- 45) **ALL FUEL MUST BE PURCHASED AT THUNDERHILL VIA THE GAS PUMPS**. The following Sunoco Racing Gas is currently priced at:
 - a. 91 Octane Unleaded at \$5.49
 - b. 100 Octane Unleaded at \$8.99
 - c. 110 Octane Leaded at \$9.99If you have special needs, the track will work with you. There will be a drop fee of \$50 per barrel for special orders outside the scope of this arrangement.
- 46) You **must specify your estimated fuel** usage on the Vehicle Information Form. You will NOT be obligated to purchase that amount, but this will ensure that they have enough on hand. Make sure you specify what octane. If you have special needs not covered here, you can call the track at 530-934-5588.
- 47) **No duplicate car numbers** are allowed; no exceptions. Three digit numbers are not permitted. Car numbers will be assigned in the order that we received the Vehicle Information Form, not by order of entry. Car number must conform to 18.1.1 of the CCR. Reflective or lighted numbers are allowed and encouraged.
- 48) Teams shall clearly **mark their pit stalls** with their car number. The car number shall be displayed so that officials from the hot pit side of the wall can easily see the number. Flags, banners, and/or signs may be used. Attaching a sign to the track-side of the canopy is sufficient. Also, tape may be used on the vertical surface of the hot pit wall. This rule supersedes the NASA Endurance Series rules regarding marking pit spaces. Teams must remove all tape and signage before leaving the facility.
- 49) **The start** will be double file, unless otherwise announced by the Race Director.
- 50) **All restarts** will be single file.
- 51) Once the **green flag** is displayed at the starters stand (for a start or restart) passing may resume anywhere on the course that is not controlled by yellow or red flags. There should be a corresponding green light displayed in Turn 14, when the starter displays the green on the front straight.
- 52) All E0, E1, E2, and E3 cars are required to **drive to at least the main road** before pulling into their paddock space during the race. The intent of this rule is to prevent those teams in the aforementioned classes that have end pit spaces from making "fast paddock stops."
- 53) Penalties will be served by the **"timed" method** as outlined in Section 9 of the *Endurance Racing Regulations*. If black flagged, do not stop in your pit stall. Report to Re-entry for consultation or to serve your time penalty. If any work is performed on a car that was black flagged for a penalty, the driver will be sent out for an additional lap and must return to serve the full penalty.
- 54) A team representative must be **present in the pit stall** at all times when the team's car is on course.

- 55) NASA and track management reserve the right to make **any changes** to anything regarding the event, its operation, rules, scheduling, course configuration and direction, barrier placement, etc. with only so much notice as time allows.
- 56) It is required that vehicles in the ES and ESR classes run **amber tinted headlights**. This can be done with amber covers or amber-colored tape. Non- ES /ESR cars shall not use amber lights.
- 57) Vehicles conforming to rules that specify a **horsepower rating** may be checked for compliance at the track, on www.mcedyno.com. Teams are encouraged to check their rating on this dyno before the race to ensure compliance. Teams can contact them at 530-934-3237.
- 58) There is a flashing **red light** mounted on the top of the Turn 14 flag stand and/or on the bridge. This light will signal that the pits are “closed.” This is simply a driver aid and should the light system fail, the driver is still responsible to adhere to the rules. Note- pits are “closed” whenever there is a full course yellow. Please see the Endurance Racing Rules for a full explanation of the available options when the pits are “closed.”
- 59) If the race is stopped due to **fog**, the entire field will be parked on track. The drivers will be allowed out of their cars. This action will stop the clock. When the race resumes, the clock will start again and continue until 25 hours has elapsed or 3 PM is reached. Under no circumstances will the race finish later than 3 PM on Sunday. Under these conditions, only driver gear, cameras, and radios may be removed. A car cover may be placed over the car. No other work may be preformed.
- 60) All vehicles will **return to the pitlane** immediately following the checkered flag. A tech representative will give instructions to each team as to whether they should report to impound or not.
- 61) The **overall winning vehicle** will report to re-entry immediately following the race, for a checkered flag presentation, followed by some “overzealous driving” on the start-finish line. A victory lap is optional.
- 62) The overall **winning car will be driven to the main building** (tower) and be given prominent parking outside of the main building for the duration of the award ceremony.
- 63) The use of anything to raise the car in the pitlane other than a manual jack or a manually operated hydraulic jack is prohibited in E0, E1, E2, and E3 classes.
- 64) Cars competing in E0, E1, E2, and E3 with fuel cells may only begin the race with an **amount of fuel equal to or less than the maximum capacity of a stock fuel tank** for the year and model of their car. Cars with fuel cells in these classes must report to tech prior to the start of the race to prove that their fuel cell is filled to this level so that it may be sealed. Seals will be inspected on the formation grid and may be removed once the inspection on the grid is completed.
- 65) All entries using the mapping of the NASA Performance Touring (PT) will be accepted by invitation only. All SM cars using PTE are invited automatically. All others will need an invitation. To ask for an invitation, please send an email to jerry@drivenasa.com.
- 66) Cars entering under MX-5 Cup may run with the hardtop.
- 67) Vehicles entering the pitlane at night **should turn off their main lights** so as not to blind officials or crewmembers
- 68) As a reminder- no **rotary molded fuel cells** are allowed, even if your class rules (e.g. SCCA IT) allow it. Please see the CCR, Section #15.4 for more information. <http://www.nasaproracing.com/rules/ccr.pdf>
- 69) **Fuel storage and handling:** Teams will only be allowed one (1) 55-gallon drum in their paddock space at any given time. Additional barrels of fuel may be stored in the area designated by track personnel. No fuel may be stored in the cold pitlane unless it's in a refueling rig. Approved five gallon jugs may be moved to the cold pitlane for use, then returned to the paddock after the pitstop.
- 70) **Flashing of headlights** or other forward-facing lights to indicate an intention to pass is allowed once per vehicle per pass.
- 71) **Telemetry:** One-way telemetry from the car to the pits may be used provided that no adjustments can be made to the car through the telemetry system at anytime. The only purpose of the system shall be to view readings from the car such as RPM, speed, temperatures, GPS location, etc. 2-way telemetry is only allowed in ES and ESR classes.
- 72) **Cars prepared to “B-Spec”** rules are classed in E3

Appendix A

TENTATIVE Schedule

(Subject to change without notice)

TENTATIVE

Wednesday:

Paddock access and setup from 8am-9pm. No entry after 9pm. (no race engines after 6pm, no exceptions!) Gate closes at midnight.

Thursday :

Paddock access 7am. From 7am until midnight teams should be allowed access to all areas of the paddock. It is the teams' responsibility to setup properly, in a proper location, and obtain approval from the event staff. Those teams that setup without approval may be ordered to move or make changes. We will attempt to start teching cars Thursday morning, even though tech does not officially open until Friday at noon. This means that we will tech your car early if you are ready. See tech section above.

Testing will start at 9am and run until 4:30pm with a one hour lunch break. Contact the track regarding testing: 530-934-4455 x 100.

Friday:

Testing will start at 9am and run until 4:30pm with a one hour lunch break. Contact the track regarding testing: 530-934-4455 x 100.

On Friday there will be an open practice/qualifying session at no charge from 4:45 until 5:45 for all teams. Qualifying will be between 5:15 and 5:45. If you did not sign up and register to test on Friday morning, you must sign up by 3:45 to run in the 4:45 to 5:45 session. (no exceptions)

Friday (cont):

12:00 PM – 9:00 PM NASA Tech opens and Registration opens.

(see Saturday) 4:45 PM – 5:15 PM warm-up / practice (95 dBA @ 100')

5:15 PM – 5:45 PM qualifying. (95dBA @ 100') [No race engines after 6pm!]

6:30 PM – Drivers and Officials meeting at Race Central. **Mandatory** for at least the team owner or authorized representative. Driver attendance recommended.

Registration closed at 8PM and will not reopen. Teams failing to pickup up the Registration Packs by 8PM will be excluded from the event.

Saturday:

9:00 – 9:30 AM Officials and Flaggers meeting at Race Central. (ANYONE may attend; driver's encouraged)

9:00 – 9:30 Pit Marshal meeting on the 1st floor of the main building.

9:30 – 10:30 AM Mandatory Pre-Grid. Any car not gridded by 10:30 AM will start in the rear.

10:40 – 10:50 AM All personnel to stand near their cars. No working on cars. Military announcements, demonstrations, etc. will take place.

10:50 – 10:55 AM Drivers belt in and prepare. Resume warming engines.

10:55 AM Five-minute board.

11:00 AM Pace car takes the track.

5:00 PM Sound limit warnings end and black flagging begins.

5:00 PM Checkered Flag for 6-Hour drivers.

Sunday:

12:00 noon Checkered flag.

1:00 PM Awards ceremony on the first floor of the main building. Water, beer, and wine will be provided. Note-awards times may be delayed due to tech-impound tear downs. If there is a significant delay, photos may be taken of award winners in various positions. This will speed things up and we will still have the correct photos no matter what.

Appendix B

Credentials

Media Credentials: All Media Credentials must be issued by the NASA office in advance of the event. Deadline to submit a media pass form is Thanksgiving Day. All forms received after that day will be denied.

1) Qualifications:

- a. Must have experience in photography of road racing events.
- b. Must be contracted by, or employed by, an approved publication, or
- c. May be "freelance," however must show evidence of published works.

2) Fees: There is a \$200 per ID fee. This may be waived for major magazine or television coverage / news stations, at NASA's discretion. This does apply to all freelancers, and those shooting online publications.

Media Credentials shall allow free access to the paddock, pitlane, and most off-limits / restricted areas of the track. Media Credential Applications are found here <http://www.nasa25hour.com>. Media Credential holders are required to attend the Media Orientation and pick up an Event Media Vest.

Crew Credentials: All Crew Credentials must be issued by the NASA office in advance of the event. See the Crew Credential Form, located here for <http://www.nasa25hour.com/> for more information. Crew credentials issued at the track will incur a \$25 late charge in addition to the regular fee. Crew Credentials will allow the holder free access to the paddock and pitlane.

VIP Credentials: All VIP Credentials must be issued by the NASA office. Deadline to submit a media pass form is Thanksgiving Day. All forms received after that may be denied at NASA discretion. VIP Credentials will allow the holder to gain access to the paddock free of charge, as well as, the pitlane and upper floors of the tower. VIP credentials must be approved. For approval, email your name, company, and your purpose to Jerry Kunzman jerry@drivenasa.com

Race Control: All Race Control Credentials must be issued by the NASA office. Deadline to notify the office for the need of a Race Control Credential is Thanksgiving Day. All NASA officials needing regular access to the Race Control tower will need to have one of these credentials. There is no charge for this. For approval contact Robert Kinley Robert@drivenasa.com

Minor Credentials: All minors with legitimate positions on a team, needing access to the pitlane, must get specific approval from Nor Cal Regional Director, Jerry Kunzman. Anyone under 18 years of age is considered a minor and must obtain a Minor Credential in addition to a Crew Credential. There is no additional cost for this credential. Please contact Jerry Kunzman jerry@drivenasa.com.

Appendix C

Services

NASA has contracted with or made arrangements with the follow support services for the event. NASA is not responsible for their services, quality of work, prices, or operating out. We are simply arranges these to help the teams when possible.

Tires/Wheels

American International Motorsports (AIM) Tires. Located at the track in the garages. They service most brands of tires. Please call long before the event it you will need to order tires. Contact information:

Ron Cortez
707-938-9193
<http://www.aimtire.com/>

Mini Mart

The track has its own mini mart featuring all the sundry items you may need such as batteries, flashlights, jackets, tape, gloves, hats, medicine, drinks, etc. It will be open Thursday from 10 am to 3 pm; Friday from 8 am to 8 pm; and Saturday from 7 am until 1 am Sunday. It will re-open at 6 am Sunday morning and close at 2 pm.

Food

Please see below. Additionally, teams will be able to purchase pre-paid meal tickets in packs of five and ten. Purchases can be made at the Thunderhill Grill.

Pro-Tint Tear Offs

Pit Faster, Race safer and extend life of windshields with Tear Offs- simple to install, quick to remove damaged layers, Tear Offs save time and are cost efficient. Use what the Pros have depended on for 20 years, Call Pro-Tint today, and race to win!



Pro-Tint, Inc.
Toll Free: (800)553-8673
Fax: (704) 933-4329
www.protint.com

Appendix D

LIVE TIMING 25 Hours of Thunderhill 2013

The Live Timing(LT) will be accessible via 3 ways:

1. NASA will deploy a local WIFI network which will allow teams to access LT network from the hot pits area. We recommend the use of laptops with WIFI connection from the hot pits because they have better wireless antenna than in your phones and tablets. The software needed to view the LT from your laptops is:
 - a. RMONITOR for Windows which can be downloaded from www.nasaproring.com/downloads/RMonitor_setup.exe

If you decide to use your IOS, Android, OS X, Windows(Mobile) powered device you will need to purchase an App called Race Monitor(RM) at www.race-monitor.com.

In order to connect to the local LT network you will need to join one of the four wireless networks (NASA Timing 1- 4). Please connect to the network with the strongest signal. After you have successfully connected to the wireless network you will use IP address 192.168.20.1 to connect to the timing computer. NASA wireless network will not have Internet access and will be only used for LT.

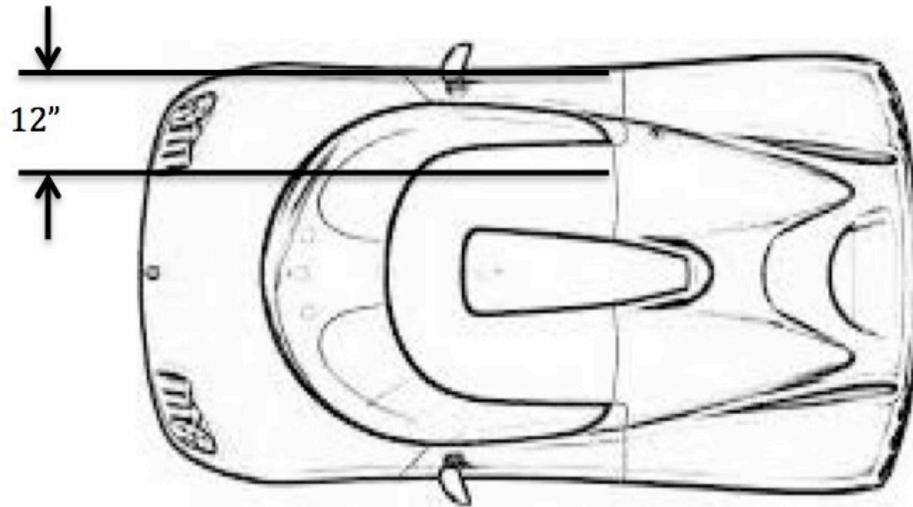
2. The LT will be accessible via RM App and your phone's or tablet's Internet connection. After you have installed RM app, go to the directory and select 25 Hours of Thunderhill Race. Make sure your phone or tablet has 3G/4G connection to the Internet.
3. The LT will be posted on the website at <http://www.nasa25hour.com/live-timing-feed.html> .

We will test the LT system on Friday. Make sure to let me know if you have problems connecting. Ask for me at the registration. If you have any questions do not hesitate to email me.

Thanks-

Roman Vaisman
romanvs@gmail.com

NASA USAF 25 Hours of Thunderhill 2016 Light Mounting Areas



To: All Competitors

From: Hans Dinse, Chief Scrutineer, hans.dinse@gmail.com, 415-412-8114

Alan Blaine, Assistant Scrutineer, ablaine@cruzio.com, 831-427-3296

Welcome to the 13th 25 Hours of Thunderhill. We will have Tech open for you on Thursday afternoon 12/3/15 from 2:00 p.m.-6:00 p.m., on Friday 12/4/15 from 7:00 a.m.-6:00 p.m., and then on Saturday 12/5/15 from 7:00 a.m. until the end of the race. We will be located in the south end of the paddock under the metal awning near the main tower building. The scales will be open whenever we are there so please feel free to come by any time we are open to check your weight.

ALL CLASSES

Your car must have a logbook from one of the listed organizations in the Supplemental Rules or we will have to issue one for you. If you do have your logbook with a current annual inspection, please simply bring the logbook and the NASA self-tech form to the tech area and we will issue you the sticker required to get on track and note that you are checked in. **NOTE THAT IF YOU HAVE A CURRENT NASA OR NASA APPROVED LOGBOOK WITH CURRENT ANNUAL YOU NEED NOT BRING YOUR CAR TO TECH, JUST THE LOGBOOK.** If you need a current annual but have a logbook, please bring the car to us and we will do this for you. If you have no logbook, please also bring the car to us and make sure you have reviewed the NASA CCR so you don't have any nasty surprises. We are also happy to answer questions in advance, so please do not hesitate to e-mail us with any issues or concerns you may have. We also highly recommend making an appointment with us in advance by e-mailing Hans at hans.dinse@gmail.com or calling Hans at 415-412-8114 so you will not have to wait in line to get your inspection done. There will be a fee for inspections at the track with a \$50 charge for annuals and \$100 for new logbooks.

For cars with fuel cells, we want to remind you that the installation should meet all parts of CCR 15.4, including:

There must be a solid bulkhead completely separating the fuel tank, fuel pump, fuel cell, filler neck hoses, and/or vent lines, from the driver compartment.

In the past, all drivers had to report to Tech with their helmet, head-and-neck restraint device, and driving suit. In the interest of simplifying the process, we no longer require this so drivers **DO NOT** have to come to tech for a gear check. However, if a driver is caught in a car without the required safety gear, your team will be penalized appropriately.

We will be inspecting pit spaces for the required fire extinguisher, oil dry, and water. If you are using a refueling rig for the event, you must have it inspected prior to the green flag on Saturday. Please come see us in tech when you are ready to have your pit space inspected. If your pit space does not have the required items present that are listed in Section 8.1 of the Endurance rules after the green flag has flown, your team may be

subject to penalties until the violations have been corrected.

E0, E1, E2, and E3 ENTRANTS

Some special rules will apply for entrants in these classes.

For any car in these classes with a fuel cell in place of the stock tank, the Event Director has elected to have these cars start the race with the stock capacity of fuel in the cell. If you have a cell in your car, you will need to visit us prior to the start of the race with documentation stating the car's stock capacity and a method to prove to us that the stock amount of fuel is in the tank. The method or proof is up to you but in the past competitors have either removed a fuel line to run the tank dry in tech followed by a fill to the correct amount or provided us with cell capacity and then drained down to the stock amount from full. Once you have accomplished this, we will seal your fuel filler which will be checked on grid prior to the race start.

If you are in a class with dyno measuring requirements, you should plan to visit the dyno after the race for a compliance check if you are lucky enough to achieve a podium finish. We may also dyno cars after qualifying prior to the race so please also be prepared for that possibility. Testing results will be confidential and not shared with other competitors.

Competitors in these classes should also plan to have crew available to assist with compliance checks in impound following the race. You may be required to tear down different components of your car to ensure we are crowning legitimate champions. If you have questions about legality of a given system or part before the race, please let us know so we can provide some guidance that can prevent pain at the end of the race.

For cars using NASA's Performance Touring or Super Touring classes as their base classes, please get us your classification forms as soon as possible by e-mail to hans.dinse@gmail.com so that we can review them with you onsite prior to the green flag in order to ensure that there are no surprises or disappointments in impound post-race.

To close, we will do our best to make sure you have a great experience and please do let us know if you have any questions in advance.

Best regards,

Hans Dinse
Chief Scrutineer
NASA 25 Hours of Thunderhill

Alan Blaine
Assistant Scrutineer
NASA 25 Hours of Thunderhill

Thunderhill Grill Ordering Information

Jim Thompson 530-519-2201 jim@thunderhill.com

Placing Your Orders

1. Complete the main contact information
2. Complete the credit card information
3. Final payment will be charged immediately following the event
4. For each order complete the bottom of the order sheet with date, time and place.
5. E-mail or call your order to jim@thunderhill.com 530-519-2201
6. Once Thunderhill Grill has your order Jim will contact and confirm all logistics

WE MUST HAVE ORDERS 5 DAYS PRIOR TO EVENT OR SOONER

Main Contact Information

Name	
Company	
Phone #	Cell #
E-mail	
Mailing address	

Credit Card Information

Card number
Experation date
Security #
Name on card
Billing address if different

Thunderhill Grill Breakfast

Continental Breakfast

muffins, danish, yogurt, cereal, fruit
coffee, juice, milk
\$9.95 per person

Hot Breakfast

scrambled eggs, bacon, sausage
potatoes, biscuits and butter
coffee, juice, milk
\$12.95 per person

Cops Breakfast

donuts and coffee
\$6.00 per person

Group Name: _____

Space # or Location _____

Number of People: _____ Delivery Date: _____

Contact Name and Phone Number: _____

Comments: _____

Thunderhill Grill Lunch

Assorted Sandwich

Turkey, Ham and Roast Beef
with assorted cheese and bread
served with green salad, chips and cookies
\$12.95 per person

The Club

Our most popular sandwich on toasted sourdough
with bacon, turkey and ham
served with green salad, chips and cookies
\$12.95 per person

Assorted Wrap

Club, turkey, tuna, caesar and beef wraps
served with green salad, chips and cookies
\$12.95 per person

Pasta

Tortellini Alfredo
garlic bread, caesar salad and cookies
\$12.95 per person

Your Mama

Meatloaf and mash potato (with lumps like mamas) and gravy
salad, rolls with butter and cookies
\$13.95 per person

Hawaiian Delite

Chicken and Pork teriyaki
with rice, bread and butter and cookies
\$16.95 per person

Group Name: _____

Space # or Location: _____

Number of People: _____ Delivery Date: _____

Contact Name and Phone Number: _____

Comments: _____

Thunderhill Grill Snacks

Place the number of trays in the corresponding box.
 You want two small veggie trays place a 2 in the small box

	small	medium	large	small	medium	large
Fruit Tray	\$15.00	\$25.00	\$35.00			
Veggie Tray	\$15.00	\$20.00	\$30.00			
Cookie Tray	\$15.00	\$20.00	\$30.00			
Cupcake Tray	\$18.00	\$28.00	\$38.00			
Junk Tray	\$18.00	\$28.00	\$38.00			
Meat and Cheese	\$15.00	\$25.00	\$35.00			
Chips and Salsa	\$10.00	\$15.00	\$20.00			

small is for 8 to 10 people
 medium is for 10-15 people
 large is for 15 to 20 people

Group Name: _____

Space # or Location _____

Number of trays _____ Delivery Date _____

Contact Name and Phone Number _____

Comments _____

