

**ASSOCIATION OF
AUTHORISING
BODIES**



**NASA
WEBSITE INFORMATION SHEETS
VEHICLE CONSTRUCTION
RULES & REGULATIONS**

2015 EDITION

CLASS - JUNIOR SPECIAL



"The Association reserve the right to alter/amend the NASA Information Sheet as required, and that the Association has the right to review and amend any Class or Construction Rules at the end of each racing year."

**VALID FROM JANUARY 2015
UNTIL FURTHER NOTICE.**

ALL PREVIOUS EDITIONS ARE INVALID.

NEW REGULATIONS ARE MARKED #.

IT IS THE RESPONSIBILITY OF THE DRIVER/COMPETITOR/CONSTRUCTOR TO ENSURE THAT ALL VEHICLES CONFORM FULLY TO THE RULES CONTAINED WITHIN THE NASA RULEBOOK.

THIS NASA WEBSITE INFORMATION SHEET – VEHICLE CONSTRUCTION RULES & REGULATIONS; IS NOT A SUBSTITUTE FOR THE NASA RULES & REGULATIONS BOOK. THE RULES AS STATED IN THE NASA RULES & REGULATIONS BOOK WILL APPLY.

COMPETITORS WILL BE REQUIRED TO OBTAIN A NASA RULE BOOK AND NASA COMPETITION LICENCE PRIOR TO TAKING PART IN AUTOGRASS RACING.

CLASS - JUNIOR SPECIAL

CLASS: JUNIOR SPECIALS

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CLASSES

- Class 1** Under 1000cc Front Wheel Drive Saloons of specified type and manufacturer.
- Class 2** Up to 1300cc, limited modification vehicles
- Class 3** Over 1421cc, front-engined rear wheel drive, modified saloons
- Class 4** Up to 1130cc modified vehicles
- Class 5** 1131cc - 1420cc modified vehicles
- Class 6** Front wheel drive modified vehicles – Restricted minimum capacity.
- Class 7** Over 1421cc rear wheel drive, modified vehicles
- Class 8** Up to 1420cc Specials
- Class 9** 1421cc - 2070cc Specials
- Class 10** Over 2071cc Specials
- Junior Specials** Under 1200cc Vauxhall Corsa Engined Special Restricted Drivers Only.

Ladies Classes - Recommendations for Club/League Racing

It is recommended that Ladies are given the same amount of racing as Men.

- Class 11** Classes 1 & 2 will race together duly handicapped/staggered.
- Class 12** Classes 4, 5 & 6 will race together duly handicapped/staggered
- Class 13** Classes 3 & 7 will race together duly handicapped/staggered
- Class 14** Classes 8, 9 & 10 will race together duly handicapped/staggered

Class Races - Maximum amount of vehicles allowed on a single straight-line start is, (refer to Members Handbook Track Construction General, rule 2 regarding track width):

All Classes = 8 Vehicles

Note. Where classes are mixed the maximum number of vehicles allowed on a straight-line start reduces to the lower number applicable to the classes above. E.g.: Specials & Saloons mixed 8 vehicles on a straight-line start.

LICENCE

1. All drivers must hold a NASA Licence obtained through an Affiliated Autograss Club, before they can race. (For a listing of affiliated Clubs see NASA Website and/or NASA Fixture List).
The driver's NASA issued racing Club and League prefix and number identification shall be confirmed within the NASA Licence.
The NASA permitted number identification shall be a figure 3 numerical figure from 1 to 999. For any number less than 1 or greater than 999 an application must be made to NASA for permission to be allocated the number before it can be used. It is not permitted to prefix any number identification by the figure zero (0) e.g. 0001, 001, 01 etc.

Note: Racing on pink application slips will not be allowed.

- 2*. A person under 18 years of age and over 16 years of age may be issued with a NASA Competition Licence provided that the official letter of consent to compete is received from his/her parent or legal guardian.
 - 3*. A person under 16 years of age and over 12 years of age may be issued with a NASA Junior Competition Licence provided that the official letter of consent to compete is received from his/her parent or legal guardian.
 4. A Junior Competition Licence holder whose 16th birthday is on or before 1st February must cease racing as a Junior before his/her birthday. A Junior Competition Licence holder whose 16th birthday is after 1st February may continue racing as a Junior until the end of that season.
 - 5*. All NASA Competition Licence holders under 18 years of age and over 12 years of age must produce their copy of the letter of consent signed by their parent or legal guardian to any official when required.
- * **All Application Forms and Letters of Consent for under 18's are available from your Club Secretary.**
6. A Men's Licence entitles you to race in Men's Classes only, and Men's Championships.
 7. A Ladies Licence entitles you to race in Ladies Classes only, and Ladies Championships. (A lady may apply for a Men's Licence, and then **MUST** race in Men's Classes only).
Note:
A Lady competitor will not be allowed to change her competition licence (i.e. Men's to Ladies or Ladies to Men's) during any one season.
 8. A Junior Special Vehicle may be raced by a Men's or Ladies competition licence holder at single day events only.
 9. **Junior Drivers** must use **either** a Class One vehicle **or** a Junior Special vehicle **only**, in Junior races. They **must not** compete with Men or Ladies, or race any other Class of vehicle.
 10. A competitor/driver must produce his/her licence to any official when required.
 11. NASA reserves the right to refuse a licence to any driver who has been refused a current road licence for medical reasons. NASA also reserves the right to refuse or cancel any issued identification numbers and letters. Frivolous or obscene number/letter combinations are prohibited.
 12. A person over 18 years of age may be issued with a NASA competition licence.
 13. All licences must have a current photograph of the Licence Holder affixed to the Licence at all times.
 14. If you lose your Licence, please contact your own Club Secretary for details of reapplication.
 15. NASA reserve the right to refuse or cancel a Junior Licence or refuse permission for a Junior driver to race a vehicle at any race meeting where the Junior driver's stature is a factor in that Junior driver's ability to control his/her vehicle.
For this reason ALL Junior drivers must accompany their race vehicle(s) at scrutineering, and must demonstrate their ability to control the vehicle(s) particularly in relation to the steering wheel, foot control pedals, brakes and forward vision through the vehicle windscreen.

GENERAL INSTRUCTIONS FOR APPLYING FOR A NASA LICENCE

No one is allowed to race in a NASA Class until they have received their licence or a day licence has been issued.

1. You must obtain an Application Form for your Licence from your Club Secretary, giving to that Secretary your subscriptions for your Licence. The Club Secretary must sign and date the form and also stamp it with the Club Stamp, if the Club has one.
2. You will also receive an envelope with the address of the person to whom you must send the Application Form.
3. The Form is in quadruplicate and when filled in you should hand the yellow copy back to your Club Secretary, keep the pink copy for yourself and send the two white forms to the Registration Secretary for your League together with a STAMPED SELF-ADDRESSED ENVELOPE. FAILURE TO SEND A STAMPED SELF-ADDRESSED ENVELOPE WILL RESULT IN YOUR LICENCE NOT BEING ISSUED.
4. When filling in the Application Form, please print all the details and mark the appropriate Licence that you are applying for. Obviously Full Men is for a Man's Licence and likewise with the Full Ladies, although if a Lady wishes to race with the Men only and wishes to compete at the Men's Championships and not at the Ladies' Championships then she too must apply for a Full Men's Licence. A Mechanics Licence is for persons who wish to be Mechanics and/or Officials, and a Membership Card is for Officials. (If applying for a Junior Licence then the Application Form must be countersigned by a Parent or Guardian.) A copy of the NASA letter of consent for Juniors, and drivers under 18 when they apply for a Licence, must also be sent with the Application Form, otherwise the application will not be processed.

5. If you have any problems regarding the above, and with your Application then please contact the person to whom you will send or have sent your Licence Application.

PLEASE NOTE FAILURE TO COMPLETE THE APPLICATION FORM CORRECTLY WILL RESULT IN IT BEING RETURNED TO YOU UNTIL IT HAS BEEN COMPLETED SATISFACTORILY

DEFINITIONS

Aerofoil/Spoiler - Any device or part of a vehicle which affects airflow over a vehicle to create an aerodynamic advantage.

Ambulance – A vehicle constructed to take a stretcher, which carries sufficient First Aid equipment and personnel to cover all foreseeable accidents at an event, and is capable of transporting a stretcher case to hospital in comfort and safety.

Authorised Personnel – Driver, Mechanic, Marshal, Scrutineer or Official who has signed on.

Ballast - Non-functional material added or fixed to the vehicle to increase weight.

Class - Vehicles grouped together governed by specified Rules.

Cross-Over Rule - Vehicles must hold a straight line until the appropriate marker has been passed.

Driver's Compartment – Specials.

The driver's compartment is the area within the vehicle chassis occupied by the vehicle driver.

It is deemed to begin at an imaginary line, across the vehicle from the front face of the nearside rear roll cage upright to the front face of the offside rear roll cage upright.

It is deemed to end at an imaginary line across the vehicle forward of the fully depressed foot control pedals.

Enclosed Space - An area which is fully enclosed by material such to prevent access to any point within that area for fire extinguishant.

Engine - An internal combustion device for the production of motive power, consisting of one or more fuel combustion chambers with a common rotating internal output shaft, as produced by a NASA Recognised and or permitted manufacturer.

Engine Ancillaries – Carburettor/Throttle Bodies/Injection, inlet manifold, exhaust manifold, exhaust system.

Event – A continuing competition held over a period of one or more days.

False Start – Vehicles commencing a race before the start of race signal is given.

Gauge - In all references to measurements, "gauge" refers to British Standard Wire Gauge. (See Table for gauge details).

Official Vehicle – Vehicles such as Tractors, Breakdown vehicles or other vehicles in the custody or control of the Club/League.

Oil tank – A container for the storing of oil including breather system catch tank, oil reservoir and or dry sump tank.

Panel. (Including "Panelled" and or "Panelling") -

Sheet metal used to clad and or cover the chassis structure and roll cage as specified & required. Material to be either Steel sheet or Non Ferrous metal/Aluminium sheet.

Minimum Thickness:

Steel sheet = 22 Gauge (0.71mm (0.028")).

Non Ferrous Metal or Aluminium Sheet = 1mm (0.40").

Maximum Thickness: All metals = 3mm

All panels must be secured to the chassis/roll cage by means of positive fixings.

Note.

The use of multiple sheets to provide an overall thickness to the required size is prohibited The use of wood, plastic, GRP, Kevlar, Carbon Fibre and/or other synthetic materials is prohibited.

Private Vehicle – Vehicles that are not owned by the Club/League and not in the custody or control of the Club/League.

Pump Fuel - A type sold to the public in the United Kingdom at roadside Filling Stations. L.P.G. / Methanol are not allowed.

Proprietary / Proprietary Manufactured. – An item or component that is produced, manufactured and marketed by a NASA recognised manufacturer.

Re-Run - A repeat of the previous race minus offenders and non-runners, with original grid positions being maintained.

Track - The area within the confines of the spectator barrier.

Traction / Launch Control - An automatic and/or electrical and/or optical and/or mechanical and/or pneumatic and/or hydraulic method of controlling:

a. The vehicle driving wheel or wheels rotational speed in relation to the distance travelled by the vehicle.

b. The vehicle suspension system in relation to differing start-line settings and racing settings.

By means other than direct human driver action upon the accelerator and/or throttle and/or engine fuel delivery activator.

SAFETY ROLL CAGE

Roll cage specifications stipulated within this rule book are the minimum acceptable. Members should take account of the condition, physical strength and style of the vehicle and fit additional bars to the safety roll cage and chassis to satisfy themselves in respect of the overall safety of the vehicle. NASA are not responsible for the failings of any roll cage and or chassis construction as a result of its lack of design strength or manufacturing integrity.

The basic purpose of a roll cage is to protect the driver if the car should overturn, or be involved in a serious accident. This purpose should always be borne in mind during Roll Cage selection.

All Roll Cages must comply with the NASA Design and material thickness specification.

The NASA design is a minimum requirement for Autograss Racing only.

Extra bars to provide further protection - material steel only, may be fitted, design free.

The roll cage design including additional and or extra bars fitted to the roll cage and or vehicle structure, and component mounting bars must not impede driver access to or egress from the vehicle or access for marshals/medical personnel/assistance in the event of a roll over or on-track incident.

Roll Cages designed and / or manufactured for use in other forms of motor sport may not be suitable for Autograss Racing.

1. The roll cage must comply with NASA design. See Fig 1.
- # The main roll cage structure will comprise:
 - Two main hoops.
 - Roof centre bar, roof cross bar and roof side bars.
 - Front Bracing bars (See rule 13).
 - Rear Bracing Bars (See rule 13).
 - Drivers compartment/Side chassis bars See Rules 17, 18 & 19).
 - Diagonal bars (See rule 12).

Material

The main roll cage structure must be constructed of either:

- (a). Steel circular section tube with a minimum diameter of 32mm(1¼") and with a minimum wall thickness of 2.5mm.
- Or
- (b). Steel box section tube with a minimum size of 30mm x 30mm and with a minimum wall thickness of 3.0mm.
- Or
- (c). Steel box section tube with a minimum size of 25mm x 25mm and with a minimum wall thickness of 2.5mm.

Wall thickness tolerances.

- i. Steel circular section tube: maximum tolerance = 0.2mm. I.e. the absolute minimum thickness at any point = 2.3mm.
- ii. Steel box section tube: 30mm maximum tolerance = 0.5mm. I.e. the absolute minimum thickness at any point = 2.5mm.
- iii. Steel box section tube: 25mm maximum tolerance = 0.2mm. I.e. the absolute minimum thickness at any point = 2.3mm.

Note.

The tolerances specified in i. ii, and iii. above are only to take account of local variations and imperfections in the wall thickness of manufactured steel tube.

It is not permitted to construct a roll cage from material that has been manufactured, sourced and or supplied with a specified wall thickness that is less than the minimum requirement indicated in (a), (b), or (c) above.

Each component bar of the roll cage must measure at or above the dimensions stated in (a), (b), or (c) at one or more points. The measurements will not be taken on "seams" or "bends".

Note. The use of 25mm x 25mm box section tube for the main roll cage structure construction is to be subject to a review.

2. Welding.
 - a). All welding must be of the highest quality possible, with full penetration.
 - b). Where any bars are welded together the joint mating surfaces must be entirely welded.

Note.
NASA via a designated Scrutineer reserves the right to reject any welding that may be deemed insufficient and or incorrect.
3. Whenever bolts and nuts are used, they MUST be of steel and be of a minimum of R or S quality. Square headed bolts must not be used.
4. An inspection hole must be drilled in each of the mandatory component bars of the complete roll cage, i.e. uprights, roof bars, bracing bars, diagonal bars, driver side bars 3/16" (5mm) size in diameter, at least 3" (75mm) away from any weld, and encircled in an contrasting colour paint.
5. The roll cage, including side bar and brace bar tubing, must not be used as a medium for the flow of liquid, oil, water, fuel or the internal passage of electrical wiring.
6. The vehicle must be no less than 3ft 6" (42") (1067mm) high, measured from a point on the roof directly above the driver's head, to the ground, when the driver is normally seated. (See Fig.3).
7. Special roll cage minimum dimensions are shown in Figs. 2 and 4.
8. The main hoops must be symmetrical about the length-wise centre line of the vehicle (See Fig.1).
9. The rear hoop must not be more than 254mm (10") behind the driver's helmet, when the driver is normally seated.
10. The rear roll cage hoop must be Vertical +/- 50mm (2") measured at the top of the hoop. (See Fig.2).
11. There must be a minimum of 75mm (3") clearance between the top of the helmet of the seated driver and the bottom surface (Underside) of the roll cage "X" and centre roof bars. See Rules 15 & 16.

12. Diagonal Bar

There must be a diagonal bar fitted to the rear roll cage hoop. The bar must be welded from the point of intersection of the upright with the top rear roll cage bar, to a point within 3" (75mm) of the point of intersection of the upright with the bottom chassis rail (See Fig. 8) or in accordance with the alternative drawing in Fig. 8. All bars must comply to roll cage dimensions.

13. Roll Cage Hoop Brace Bars.a). Rear Hoop – Forward brace bar.

There must be two (2) rear hoop brace bars fitted (Welded), one (1) on each side of the vehicle rear roll cage hoop in a forward direction to connect to a point on the drivers compartment side chassis, with distance "X" 100mm (4") minimum. (See Figs.1 and 4).

b). Rear Hoop - Rearward brace bar.

There must be two brace bars, one on each side of the vehicle rear roll cage hoop, in a rearward direction to connect to a point on the rear chassis of the vehicle and at an angle not exceeding 60 degrees to the horizontal.

The brace bars must be fixed from a point:

i As near as possible to the top of the rear roll cage hoop.

ii. Within 100mm (4") of the junction point of the rear roll cage upright and the top rear roll cage bar, see Fig.1.

iii. The point of connection of the rear hoop brace bars with the rear chassis of the vehicle must be such that:

a). Distance "Y" is not less than 458mm (18").

b).i Distance "W" is free.

Note. See Figs, 4, 5, 6, 7.

c). Front Hoop – Forward brace bar.

There must be two (2) Front hoop brace bars fitted (Welded), one (1) on each side of the vehicle front roll cage hoop in a forward direction to connect to a point on the drivers compartment side chassis that is adjacent to a front suspension mounting point.

The brace bars to be straight and of material consisting of steel tube circular 25mm outside diameter or box section 25mm x 25mm minimum, – 2.5mm thickness.

14. Roof.

The roof plan area is free but must be no less than a minimum of 508mm (20") in width when measured at the narrowest point.

The box shape and or frame formed by the roll cage roof bars must be such that the driver's body, including torso is within the box and or frame perimeter when seen in plan view from above.

The whole section of the roll cage from the rear roll cage hoop to the front roll cage hoop; from the offside front hoop-rear hoop bar to the nearside front-rear hoop must be completely panelled and covered with metal sheet. (See Definitions).

15. Roof "X" Bars.

All roofs must incorporate two diagonal "X" cross bars. One cross bar from the nearside corner to the front offside corner and one from the rear offside corner to the front nearside corner. Each crossbar to be of a minimum size of 20mm x 20mm and with a minimum thickness of 2mm.

16. Roofs that have a width of 600mm (24") or greater must, in addition to the cross bars described in Rule 20, have a centrally positioned bar fitted between the rear hoop and the front hoop. This bar to be of a minimum size of 25mm x 25mm and with a minimum thickness of 2.5mm.

Note. Where a roof is tapered the mean width will be used as a datum.

17. The front and rear roll cage uprights, on each side of the vehicle must be connected by the following bars each of which must individually be of one continuous length of tube.

a) A steel upper chassis member/rail constructed of box section tubing, minimum size 20mm x 20mm (3/4" x 3/4") or circular section tube with a minimum diameter of 25mm (1") and with a minimum thickness of 2mm. (See also Rule 2.1) The upper chassis member/rail must be fixed at a height such that there is a minimum clearance of 150mm (6") above the drivers elbow, when the driver's arms are placed by his/her side, to the top of the upper chassis rail.(See Fig 3).

b) A steel lower chassis member/rail constructed of box section tubing, minimum size 25mm x 25mm (1" x 1") or circular section tube with a minimum diameter of 32mm (1¼") and with a minimum thickness of 2.5mm. (See also Rule 2.1).

c) Steel side bar(s) located midway between the upper and lower chassis member/rails, constructed of box section tubing, minimum size 25mm x 25mm (1" x 1") or circular section tube with a minimum diameter of 32mm (1¼") each with a minimum thickness of 2.5mm. (See also Rules 23 & 24). (See Figs. 1, 9 & 21).

18. If the upper chassis member is constructed of steel box section with a minimum size of 25mm x 25mm (1" x 1") and with a minimum wall thickness of 2.5mm, or steel circular section tube with a minimum diameter of 32mm (1¼") and with a minimum wall thickness of 2.5mm then One (1) side bar may be fitted. (See Fig.1.).

19. If the upper chassis member is NOT constructed of steel box section with a minimum size of 25mm x 25mm (1" x 1") and with a minimum wall thickness of 2.5mm, or steel circular section tube with a minimum diameter of 32mm (1¼") and with a minimum wall thickness of 2.5mm - A minimum of Two (2) side bars MUST be fitted, and must be fixed a minimum of 100mm (4") apart, for the protection of the lower half of the driver's body. (See Fig.1.).

CLASS SPECIFICATION

JUNIOR SPECIAL.

A rear wheel drive vehicle. The engine, transmission/gearbox and certain suspension components specified as being provided from a named donor vehicle.

a). Standard Production Components.

Where the use of standard production components is a requirement or specified by the “Junior Special” Vehicle Construction Rules & Regulations.

NASA reserves the right to have any part removed from a competitor’s vehicle and retain that part for examination to ensure compliance with the original donor vehicle manufacturers standard production details. Such components may be returned to the competitor concerned or confiscated at the discretion of the NASA Chief Scrutineer.

NASA reserves the right to designate the information reference source and the method of component checking.

Note.

The “Vehicle Check Sheet” data and other designated information source will be used in conjunction with the particular vehicle Palgrave / Glasses Guide Technical Services Data Sheet as a reference when checking the eligibility and legality of the vehicle and or any of its components.

b). Permitted Donor Vehicle.

Vauxhall Corsa 3dr/5dr hatchback saloon 1196cc (1.2 Litre).

c). Permitted Engine.

Vauxhall Corsa 1196cc (1.2 Litre) SOHC engine - 1993 to 2000.

Bore – 72.00mm.

Stroke – 73.40mm.

12 NZ – With Distributor ignition system.

Compression Ratio 9.1:1

12 NZ – Distributor less ignition system. Without catalytic. conversion. Compression ratio 9.1:1.

C12 NZ – Distributor less ignition system. With cat. Conversion. Compression ratio 9.1:1 or 10.1:1.

X 12 SZ Distributor less ignition system (Coil Pack).

Compression ratio 10:1.

All non-permitted engines, including their components are prohibited.

d). Permitted Transmission/gearbox.

The following gearboxes only are permitted.

Vauxhall Corsa 1196cc.

F10/4 WR & F10/5 WR gearbox.

Gear	Input gear Teeth	Output Gear Teeth	Ratio.
1	11	39	3.55 : 1
2	23	45	1.96 : 1
3	33	43	1.30 : 1
4	37	33	0.89 : 1
5	37	29	0.71 : 1
Reverse			3.31 : 1
Differential:		3.74 or	4.18
Final drive Teeth		19	17
Output Teeth		71	71

Vauxhall Corsa 1196cc F13/4 or F13/5 WR gearbox (Up to 1997).

Gear	Lay gear Teeth	Output Gear Teeth	Ratio
1	11	39	3.55 : 1
2	23	45	1.96 : 1
3	33	43	1.30 : 1
4	33	35	0.89 : 1
5	37	29	0.71 : 1
Reverse			3.31 : 1
Differential		3.94 : 1 or	4.18 : 1
Final drive Teeth		18	17
Output Teeth		71	71

Vauxhall Corsa 1196cc F13/4 or F13/5 WR gearbox (Up to 1997 - 2000).

Gear	Lay gear Teeth	Output Gear Teeth	Ratio
1	11	41	3.73 : 1
2	23	45	1.96 : 1
3	23	30	1.31 : 1
4	33	35	0.95 : 1
5	37	29	0.76 : 1
Reverse			3.31 : 1
Differential		3.94 : 1 or	4.18 : 1
Final drive Teeth		18	17
Output Teeth		71	71

Vauxhall Corsa 1196cc F13/5 CR gearbox (up to 1997 - 2003).

Gear	Lay gear Teeth	Output Gear Teeth	Ratio
1	11	41	3.73 : 1
2	21	45	2.14 : 1
3	21	30	1.43 : 1
4	33	37	1.12 : 1
5	33	29	0.89 : 1
Reverse			3.31 : 1
Differential		3.74 : 1 or	3.94 : 1
Final drive Teeth		19	18
Output Teeth		71	71

Note.

- a). For scrutineering purposes the gearbox must be complete with the correct Vauxhall "F10" or "F13" casting and or part number identification upon the casing.
- b). It is not permitted to use a gearbox without the casting and or part number identification.
- c). All other gearboxes including the following gearboxes are not permitted.
Vauxhall 1.4/1.6 - F15/5 CR or F15/5 WR.
Vauxhall 1.6 - F17/5 CR or F17/5 WR.
- d). All other non listed differential units are prohibited.
- e). It is Competitors responsibility to contact a Scrutineer to confirm that particular gearbox, gear ratios and/or differential are eligible. i.e. permitted by the NASA Scrutineers Committee **before** using them.

VEHICLE CONSTRUCTION RULES

1. GENERAL

- 1.1 Competitors must ensure that their racing vehicle conforms to NASA Rules and Regulations.
Where a competitor is under 18 years of age the responsibility is shared with the parent/guardian.
- 1.2 Only methods of construction and modifications as listed are permitted. Any further modifications, other than those permitted, are prohibited.
i.e. Unless the rules and regulations specifically permit a method of construction and or modification then it should be assumed that other type of construction, materials, modifications are not permitted. Intentional or deliberate (Including concealment) non-compliance with NASA vehicle construction rules will make the competitor and or member concerned subject to disciplinary action.
In the event of any doubt a Scrutineer must be contacted for clarification.
- 1.3 A Special is defined as a single seater-racing vehicle constructed in accordance with the following construction regulations.
The Special must not be capable of seating any person other than the driver.
- 1.4 A Special that is constructed, derived and/or converted from the following is prohibited:
 - i. A production motor vehicle., i.e. Saloon/Sports Saloon/Van, Pick-up/MPV bodyshell.
 - ii. A vehicle designed and/or built for "Contact" motor sport.
- 1.5 The rules including the chassis and roll cage specification and design requirements are for Autograss Racing on an unsealed surface only.
- 1.6 All driver controls must be operated from, and remain within the drivers compartment at all times.
- 1.7 Welding.
 - a).All welding must be of the highest quality possible, with full penetration.
 - b).Where any bars are welded together the joint(s) must be completely welded.

Note.
NASA via a designated Scrutineer reserves the right to reject any welding that may be deemed insufficient and or incorrect.
- 1.8 All bolts, set screws, and nuts must be of steel and be of a minimum of R or S quality. Square headed bolts are prohibited.
- 1.9 The fitting and/or use of "Safety Air Bag(s)" are prohibited.
- 1.10 Traction / Launch Control (see definitions) systems prohibited.
- 1.11 Vehicle rear wheel-standing (aka Wheelies)
The prevention of vehicle rear wheel-standing (Aka Wheelies) at all times shall be the competitor's responsibility.
Rear wheel standing is regarded as dangerous or extremely dangerous driving and is a Black Flag (Race Disqualification) offence.

1.12 Driver size & Stature

The vehicle must be constructed to suit the competitor driver size and stature in all respects.

If it is considered that a particular vehicle is unsuitable for a driver, given the person's size or stature then the person concerned will not be permitted to race that vehicle.

1.13 NASA reserves the right via an appointed Official and or Scrutineer to request a competitor (Note. For under 18 years of age this includes the parent/guardian), to remove any component part of the vehicle for inspection and or measurement for compliance with the regulations.

The removal of the component shall be carried out by the competitor concerned and or competitor's mechanic under the supervision of the appointed Official and or Scrutineer.

Refusal to comply with such a request and or provide the item for inspection will immediately deem the vehicle as being in contravention of the NASA vehicle construction rules and make the competitor and or member concerned subject to disciplinary action.

1.15. NASA reserves the right via an appointed Official and or Scrutineer to retain any component part of the vehicle for inspection and or measurement for compliance with the regulations. Such components may be returned to the competitor concerned or confiscated at the discretion of the NASA Chief Scrutineer.

1.16 The vehicle must be maintained in good order. Vehicles in poor condition may not be permitted to race at the discretion of the scrutineer.

1.17. The vehicle must be able to drive to scrutineering and to, around and within the pit area without any assistance. If the vehicle suffers damage due to an on track incident then assistance as necessary to return it to the pit area for repairs and or to transporter for removal from meeting is permitted.

1.18. Driver Arm Restraints.

It is the responsibility of all competitors to ensure that their arms are restrained from extending outside of their vehicle in the event of an accident or roll. This must be done by the use of either a permitted arm restraint or window net or by their seating position within their car.

It is the driver's responsibility to ensure that any adjustments are correct and that the necessary equipment is properly fitted. Drivers will be checked in their cars by scrutineers. Officials will monitor the use of this equipment as they do with other safety equipment. Drivers who appear to be flagrantly ignoring the intended safety considerations of these rules will be penalised.

Note:

a). All restraint systems must not impede, entangle, unlock, unfasten, disengage nor prevent the correct reach and or access to and or operation of any safety harness or driver operated vehicle controls (e.g. Steering. Ignition switch. Cut off switch. Gear lever, etc.).

Arm restraints should be released by the single opening of the seatbelt fastening mechanism.

It is the competitor's responsibility to ensure compliance when making the choice of restraint system.

The restraint System must be in the form of either "Arm Restraints" or "Window Webbing".

The both also may be used together.

Proprietary manufacture Arm Restraints for motorsport only permitted. Simpson/Sparco/TRS Arm Restraints permitted.

For window webbing see rule 3.3.

b). It is Competitors responsibility to contact a scrutineer and or designated official to confirm the particular restraint system form of construction is eligible. i.e. permitted by the NASA Scrutineers Committee **before** using it and or them.

c). When a restraint system and or construction is inspected and is not to the satisfaction of a scrutineer and or designated official then it is deemed as being in contravention of the NASA vehicle construction rules and will not be eligible for use. Therefore it must be removed immediately. The competitor is not permitted to race until a permitted 'Restraint System' is used.

d). The "Restraint System" form of construction must be only as permitted by NASA. The types of construction will be subject to regular review by NASA to ensure suitability for Autograss racing.

NASA reserves the right to amend the permitted "Restraint System" construction requirements at any time.

1.19 The Scrutineer's decision, as to the eligibility of any component or part and or suitability of a vehicle for racing is final.

2 CHASSIS

Chassis specifications stipulated within this rule book are the minimum acceptable. Members should take account of the condition, physical strength and style of the vehicle and fit additional bars to the chassis to satisfy themselves in respect of the overall safety of the vehicle. NASA are not responsible for the failings of any chassis construction as a result of its lack of design strength or manufacturing integrity.

2.1 The chassis construction is free, but must be of a steel tubular (Round/circular and/or box section) space frame construction.

i. The use of a "Monocoque" construction chassis is not permitted.

ii. The chassis must incorporate the roll cage and bracing bars as described in the section "SAFETY ROLL CAGE" and also the chassis rail and side cross brace construction as described in iii, & iv. below.

iii. The main upper and lower chassis rails, from the rear roll cage hoop to a "Front bulkhead structure" joining the upper and lower chassis rails both horizontally and vertically (Forming a front square or oblong "box") located forward of the foot control pedals, must be constructed of box section tubing, minimum size 25mm x 25mm (1" x 1") or circular section tube with a minimum diameter of 32mm (1¼") and with an absolute minimum thickness as specified in Roll cage rule 1.

- iv. The section of the chassis construction from the front roll cage hoop to the front bulkhead structure must also incorporate two No. diagonal side cross bars. I.e. one cross bar from the upper chassis rail and roll cage hoop joining corner to the lower chassis rail and lower front bulkhead structure upright corner and one from the lower chassis rail and roll cage hoop joining corner to the upper chassis rail and upper front bulkhead structure upright corner. Each side cross bar to be of a minimum size of 20mm x 20mm and with a minimum thickness of 2mm.

Note.

The above is a minimum requirement. Additional cross bars to form a "Double X pattern (XX)", providing a structure of equal strength to the above may be fitted.

- v. It is recommended that the section of the lower chassis construction from the rear roll cage hoop upright to a front suspension mounting point incorporates two No. floor diagonal cross or (X) bars. i.e. one cross bar from the nearside lower chassis rail and roll cage hoop joining corner to a offside lower chassis rail front suspension wishbone mounting point, and one from the offside lower chassis rail and lower roll cage hoop joining corner to a nearside lower chassis rail front suspension wishbone mounting point. Each floor cross bar to be of minimum size of 20mm x 20mm and with a absolute minimum thickness of 2mm.

Note:

The above is a recommended minimum requirement. Additional cross bars to form a "Double cross" or (XX) pattern providing a structure of equal strength to the above may be fitted.

- vi. There must be a minimum of 50mm (2") clearance, when the driver's legs are drawn back into a crouch type position, between the driver's knees and any bar or cross member across or joining the nearside and offside top chassis rails or the "Dashboard" assembly. I.e. Should a driver have to remove his/her feet from any foot pedal and/or draw any leg back, he/she is able to do so quickly, without the knees being trapped by any cross bar or "Dashboard".
- vii. An optional nose cone may be fitted forward of the front bulkhead structure. The nose cone must be constructed of box section tubing, minimum size 20mm x 20mm or circular section tube with a minimum diameter of 25mm and with a minimum thickness of 2mm. The front of the nose cone shall not extend further than 600mm (24") beyond the centreline of the front wheels.

Note.

The fitting of the electrical battery within the nose cone is only permitted if the nose cone is constructed of box section tubing, minimum size 25mm x 25mm with a minimum thickness of 2.5mm and is panelled with metal sheet 2mm minimum thickness. It is recommended that there is a clearance of 50mm between the battery and nose cone to allow for slight structure deformation in the event of a front impact.

- 2.2 A Special must be built in a secure manner and be robust and sufficient to withstand race track conditions and a collision or roll over.

During a collision or roll over, a special may be subjected to severe shock and stress loading. This must always be borne in mind when designing and/or building a special.

Note.

The whole chassis structure and roll cage construction must be such that they are sufficient to meet the minimum weight requirements. See Rule 2.8.

- 2.3 The chassis including roll bar, side bar and brace bar tubing must not be used as a medium for the flow of liquid, oil, water, fuel, or the internal passage of electrical wiring.

2.4 Vehicle Size & Dimensions – Restricted.

- i. Maximum overall length = 4.0 metres.
ii. Maximum overall width = 2.0 metres.

iii. Drivers Compartment Width - Restricted.

The driver's compartment must have a width of not less than 600mm (24") (measured at the top chassis rail, to the outside of the chassis rails between each side of the driver's compartment – distance "U").

The bottom chassis rails width is free however the measurement between the driver's hips to the inside edge of the driver's compartment - distance "V" must be a minimum of 50mm (2"). See Fig.21. See Rule 2.12 regarding floor panelling.

2.5 Vehicle Wheelbase –Restricted.

Minimum = 1828mm (72") (6').

Maximum - Free provided it remains within stated Rule 2.4 overall dimensions.

- 2.6 Vehicle Track – Free provided it remains within stated Rule 2.4 overall dimensions.

2.7 Vehicle Height –Restricted.

Not less than 1067mm (42") (3' 6"), measured vertically downwards from a point on the vehicle roof directly above the driver's head, to the ground when the driver is seated in his/her normal driving position for that vehicle. (See Fig. 3).

2.8 Vehicle Weight – Restricted.

The total weight of the complete vehicle excluding driver at any time must be of an absolute minimum of **455 Kg**.

Note.

- i. Vehicles may be subject to a minimum weight spot check, using any NASA designated corner weight scales, at any NASA designated time, frequency and location during a race meeting. This will be carried out by Scrutineers or other designated officiating persons.
- ii. Vehicles found below the absolute minimum weight of 455 Kg will be immediately disqualified from the race meeting concerned and the competitor(s) will be reported for disciplinary action.
- iii. A refusal to comply with a request to weigh a vehicle will result in immediate disqualification from the race meeting concerned and the competitor will be reported for disciplinary action.
- iv. Competitors are strongly advised to ensure that their vehicles are above the absolute minimum weight as their own scales at "Home", "Workshop" or elsewhere may provide a different reading to the NASA designated scales. In the event of any discrepancy the weight as per the NASA designated scales will be used as the datum.
- v. The use of ballast is prohibited.

- 2.9 The front of a Junior Special shall not extend further than 600mm (24") beyond the centreline of the front wheels. See Rule 2.10 & 2.13.

- 2.10 The front panel and or chassis and or nose cone of a special must present a straight and flat front not less than 300mm (12") wide and 208mm (8") high. The front must be either vertical or within 15 degrees to the vertical. See Fig. 38. See Rule 2.13.
Curved, rounded, bowed, arched, convex or concave construction and panelling is prohibited.

- 2.11 The front of a special must be a minimum of 230mm (9") from the driver's feet when any of the foot control pedals are fully depressed by either of the driver's feet.

2.12 Chassis Floor.

The whole section of the chassis floor from the rear roll cage upright to the foremost point of the vehicle; must be completely panelled with steel sheet of a minimum thickness of 2mm. The steel sheet shall be fixed to the chassis by means of welding by 25mm "Spot" or "Stitch" or "Seam" welds around the edge of the panel such that a minimum of 50% of the total edge is welded.

Note.

For vehicles with a driver's compartment chassis floor that is a width of less than 500mm (For tapering chassis a mean of 500mm) the steel sheet must be fitted on the outside of the side of the driver's compartment so as to extend up to a height equivalent of 100mm vertical and perpendicular to the chassis floor.

There shall also be a horizontal chassis member (Minimum 20mm tube) fitted between the roll cage uprights at a height equal to the termination point of the steel sheet. The steel sheet must also be welded to this member. This member must be in addition to the driver side bars as described in rule 19(c); and cannot be regarded as a side bar.

There must be a single inspection hole of a minimum of 40mm diameter fitted in the floor panelling. It is permitted to fit a maximum of 5 No. additional "Air / "cleaning / draining holes" into the chassis floor panelling, each hole diameter free up to a maximum of 50mm diameter. i.e A maximum of 6 holes may be fitted, one of which shall be the inspection hole.

It is not permitted to fix components direct to the floor panelling. "Floor mounted" components (e.g. seat, steering rack and or pedal box) must be fixed to the chassis framework only.

Apertures and grilles.

Apertures and grilles etc. into or through the above panelling, that allow the flow of air to radiators/coolers, engine or engine components and/or ancillaries may be fitted, provided the airflows through enclosed ducting, which is shielded, from the vehicle driver.

2.13 Chassis sides, top and front.

The whole of the section of the chassis from the front roll cage upright to the foremost point of the vehicle: i.e. sides top and front, including the driver's foot/feet compartment, must be completely panelled and covered with metal sheet. (See Definitions).

Note.

The front panelling may be fitted such that there is a gap (maximum 230mm (9")) between the inside of the panelling and the front surface of the chassis frame. This to act as a "Crush Panel" in the event of a front impact. See Rule 2.9 & 2.10, for length restriction.

Apertures and grilles.

Apertures and grilles etc. into or through the above panelling, to allow the flow of air to radiators and/or coolers, engine or engine components and/or ancillaries may be fitted, provided the air flows through enclosed ducting that is shielded from the vehicle driver.

- 2.14 A metal bulkhead may be fitted immediately forward of the foot pedals. This bulkhead may be either incorporated within the "Front bulkhead structure" as described in rule 2.1 ii., provided it is immediately forward (i.e. within 25mm) of the foot pedals. If not it must be a separate panel.

Note.

Where an electrical battery is fitted forward of the foot control pedals there must be a metal bulkhead as described above fitted between the foot pedals and the electrical battery(s).

Note.

The use of excessive or high thickness metal sheet as a bulkhead is regarded as ballast and thus prohibited.

2.15 Driver's Compartment.

The area between the rear roll cage upright and the front roll cage upright, from the lower chassis member/rail to the upper chassis member/rail, must be completely panelled and covered with metal sheet.

The metal sheet shall be:

Either: Steel sheet 1.0mm (0.040") minimum thickness. **Or:** Aluminium sheet 2mm (0.080") minimum thickness.

Note: The use of multiple sheets to provide an overall thickness to the required size is prohibited.

See Rule 2.12 regarding floor panelling.

- 2.16 The driver's compartment nearside and offside access aperture(s) may have a non-metal, webbed/net covering – window webbing/net, for the purpose of retaining the driver's arms within the driver's compartment in the event of an accident or roll over. The webbed/net covering – window webbing/net must be of a NASA permitted proprietary manufactured brand. It must be fixed by quick release clips as supplied by the window webbing/net manufacturer or be retained/fixed by the use of "R" clips. The window webbing/net **MUST** be easily, completely removable by the use of readily accessible quick release clips or "R" clips, from both the inside and outside of the vehicle by either the driver or marshals. See Rules 1.18 & 3.3.

- 2.17 The driver's compartment access aperture(s) may have a non-metal, non flammable partial covering or "Side screen" or "Splash guard" for driver protection from ground debris, dust etc. It must be securely retained and fixed to the driver's compartment top chassis rail and roll cage uprights such that its removal can be easily facilitated without the use of a tool or knife. All fixings must be readily accessible to facilitate its quick removal in the event of an emergency. The side height above the driver's compartment top chassis rail is free up to a maximum side height of just below the lowest or bottom surface of the particular driver's safety helmet.

- 2.18 Driver's compartment side protection.
 External side protection to protect the driver's compartment over a minimum distance of from the rear roll cage upright to the front roll cage upright **MUST** be fitted.
 The side protection construction must consist of:
- i. A "Side protection bar" as shown in Fig. 10, 11, 12, & 13.
 - ii. "Side pods" constructed of a tubular framework consisting of a minimum of 20mm box or 25mm circular steel tube, and projecting more than 150mm (6") at 90 degrees from the external panelled face of the driver's compartment.
 - iii. A combination of the above. See PROTECTION Rule 20.5.
- 2.19 No form of construction shall, on each side of the vehicle, protrude beyond an imaginary line joining, in plan view (i.e. when viewed from above) either the centre of the nearside front wheel with the centre of the nearside rear wheel and/or the centre of the offside front wheel with the centre of the offside rear wheel. (See Fig. 29).
- 2.20 There must be no sharp or protruding surfaces that might cause a hazard risk, either internally or externally.
- 2.21 All panelling or covering must be secured to the chassis/roll cage by means of positive fixings.
- 2.22 All removable and/or opening panels must have secondary fastenings to keep them secure whilst racing.
Note.
 Failure to ensure that opening panels the above remain closed during racing is a Black Flag (Race Disqualification) offence.
 The use of bonnet pins with aluminium posts/pins, elasticised luggage straps, string, rope, wire, padlocks, or any fastening that requires the use of a tool to gain access is prohibited.
- 2.23 The fitting and/or use of aerofoils, spoilers, wings, splitters, and/or any device to enhance vehicle adhesion to the ground via the airflow over or under the vehicle or device are prohibited.
- 2.24 The fitting of mascots, toys, banners, flags or ornamentation is prohibited.
- 2.25 Towing Eye.
 The fitting of a "Towing Eye" at the front and rear of the vehicle is mandatory. Specified metal 'Eye' diameter is 50mm. For other materials a minimum 50mm, maximum 100mm "Loop" is specified. The "Towing Eye" must not protrude beyond the vehicle bodyline. "Towing Eyes" and "Towing Eye fixings" that are excessively sized or that can be regarded as "ballast" or "protection" are prohibited.
- 2.26 Ballast.
 Ballast is not permitted.

3 WINDSCREEN/GLASS

- 3.1 Windscreen.
 The aperture enclosed by the front roll cage hoop, above the upper main chassis that forms a "Windscreen" must have a covering over the full "Windscreen" aperture ONLY of steel weld mesh 1" x 1" (25mm x 25mm) made up of a minimum 12 gauge (0.104") (2.64mm) diameter wire.
 The mesh must securely fixed to the vehicle.
Note:
 There must be adequate clearance between the windscreen mesh and the steering wheel to prevent injury to the driver's hands.
- 3.2 Perspex/Lexan/Clear Polycarbonate may be fitted to the outside of the mesh on the front windscreen, provided that there is a suitable aperture cut in front of the driver, in his/her line of vision. The aperture must be at least 100mm (4") high, 300mm (12") wide, or the equivalent area within an imaginary circle of 300mm (12") diameter. Perspex/Lexan/Clear Polycarbonate is not permitted to be fitted anywhere else on the vehicle.
- 3.3 Aperture Webbing /Meshed Net.
 It is the responsibility of all competitors to ensure that their arms are restrained from extending outside of their vehicle in the event of an accident or roll. This must be done by the use of either a permitted restraint or window net or by their seating position within their car (see also Rules 1.18 & 2.16).
 If the driver's seating position within the vehicle is such that there is a risk of their arms extending out of either side of the vehicle then a non-metal webbed/meshed net must be fitted to both nearside and offside driver's compartment access apertures.

If a arm restraint system is not used then a non-metal webbed/meshed net on both nearside and offside drivers compartment access aperture (Either wholly or partially), is mandatory and must be fitted. See Fig. 39.

If an arm restraint system is used then the driver's compartment access aperture(s) may also have a non-metal webbed/meshed net covering (Either wholly or partially).

Webbing/Mesh Type.

The aperture webbed/meshed net covering must be of a NASA permitted proprietary brand and or construction. It must be fixed by quick release clips as supplied by the window webbing/meshed net manufacturer or be retained/ fixed by the use of "R" clips. ('Bolted with hinge' types prohibited.) or "Heavy duty" Velcro.

The window webbing **MUST** be easily and completely removable from both inside and outside of the vehicle either by the driver or marshals and or medical personnel.

The net mesh construction shall be of a mesh size of a minimum of 50mm up to a maximum of 100mm.

The mounting or support bars may be of metal 6mm minimum and maximum 10mm circular section metal tubing. There shall be no sharp or pointed edges that may cause potential injury to driver or marshals in the event of deformation or breakage. See Fig. 39.

Note:

- a). When a "Window/Aperture net" construction is inspected and is not to the satisfaction of a scrutineer and or designated official then it is deemed as being in contravention of the NASA vehicle construction rules and will not be eligible for use. Therefore if fitted to a vehicle it must be removed immediately.
- b). It is Competitors responsibility to contact a scrutineer and or designated official to confirm the particular "Window net" form of construction is eligible. i.e. permitted by the NASA Scrutineers Committee **before** using it and or them.
- c). "Window net" form of construction must be only as permitted by NASA. The types of construction will be subject to regular review by NASA to ensure suitability for Autograss racing.
NASA reserves the right to amend the permitted "Window net" construction requirements at any time.
Proprietary manufacture Window/Aperture net for motorsport only permitted.
OMP/TRS/JRS Oblong & Trapezoid (Angular) full size window safety net permitted.

Full metal tube support bar/border and or "gate opening" types prohibited.

- 3.4 All instrumentation (Gauges and/or instruments) fitted with a glass facia or lens must have the glass facia or lens covered with adhesive tape or similar material such that the glass pieces are retained in the event of breakage.
- 3.5 A rear view mirror may be fitted, number and type free however it/they must not be of glass. Any mirror must be securely fixed directly to the vehicle chassis. Fixings to panels only are prohibited.

4 STEERING

- 4.1 It is a requirement that all vehicles are able to steer at all times. All-wheel and/or rear wheel steering prohibited.
NASA reserves the right via an appointed Official and or Scrutineer to request that a competitor's vehicle undergoes a steering capability test.

Where the vehicle cannot perform or complete the steering capability test to the satisfaction of the designated official then it is deemed as being in contravention of the NASA vehicle construction rules and will not be eligible to race.

Reasons for the failure of a vehicle to pass the steering capability test will be given to the driver/competitor concerned who will be allowed to make adjustments etc, and present the vehicle for re-testing within the specified time period allocated at the event for the steering capability testing and or scrutineering of vehicles.

Refusal to comply with a request to take part in a steering capability test will immediately deem the vehicle as being in contravention of the NASA vehicle construction rules and make the competitor concerned subject to disciplinary action.

- 4.2 The steering system & drive from the steering wheel to front wheels is free however it/they must be within the chassis structure. i.e. there must be chassis space-frame structure steel tube bars to the front, side and rear of the steering drive and rack.
Steering wheel lock and or locking devices are not allowed.
Chain drives prohibited.
Steering wheel mounted controls prohibited.
- 4.3 A full circumference steering wheel must be used. It must have a minimum diameter of 330mm (13").
Note.
It is the driver's responsibility to ensure that the steering wheel is secure at all times. Steering wheels may be subject to random spot checks of steering wheel fixings whilst on the starting line.
- 4.4 It is recommended that a "Quick release" steering wheel hub of proprietary manufacture be used.
- 4.5 Steering column location free. The steering column must be attached to:
A support bar or supporting steel tubing frame work of roll cage specification or a minimum of 20mm tubing which is attached to the front roll cage uprights, between each upright, across the front of the drivers compartment in the dashboard area. The support bars must not hinder driver or medical personnel access and egress to driver compartment.

5 SAFETY HARNESS

- 5.1 All vehicles must be fitted with a proprietary manufactured full harness seat belt to BSI standards and be adjustable so as to securely fit the driver, with one quick release buckle, a crutch strap and be of 5 point fixing. The use of a 6 point fixing harness is recommended.
The whole harness seat belt must be supplied by the manufacturer of that harness seat belt and be fitted in accordance with the manufacturer's installation recommendations.
Note. Inertia type harness seat belt prohibited.
Note: The driver's seat must have the correct "Seat harness holes", adjustable as necessary to enable the choice of harness to suit the stature of the driver to be correctly fitted.
- 5.2 The shoulder straps of the harness seat belt must pull back at an angle of between 45 degrees and straight back. (See Fig.19a and 19b).
It is recommended that a harness "Strap guide" be fitted to ensure that the harness remains in position in the event of a roll over.
The safety harness shoulder straps, when the rear angle is more than 45 degrees to the horizontal must not be supported by the driver's seat associated shoulder/neck holes only. An additional safety harness guiding & supporting/fixing bar must be fitted either between the two roll cage uprights or brace bars. (See Fig. 19b).
- 5.3 Proprietary manufactured Safety Harness "Extension pieces" only are permitted. "Homemade" extensions prohibited.

5.4 Harness Fixing & Mounting Points.

Harness fixings and mounting points must be in accordance with the harness manufacturer's recommendations, however due to the potential fire risk it is prohibited to have any mounting points within the vehicle engine compartment. I.e. No part of the harness shall be adjacent to or pass alongside or above the engine or carburettors/fuel injection system or exhaust system.

6 SEAT

6.1 Seat Type – Restricted.

All vehicles must be fitted with a driver's seat to securely hold the driver in place. The seat must incorporate a head restraint/headrest, a full-length backrest, left & right sides for thigh support and a bottom panel. Left & right rib supports may be fitted. All padding used must be securely fixed.

Seat material, type and design is free see rule 6.2, & 6.3.

A proprietary manufactured "Car" or "Racing" or "Competition" or "Motor sport" car seat only must be used.

Whilst racing or in the event of an accident or roll over the seat may be subjected to severe shock and stress loading. This must be borne in mind during seat choices.

Note.

The use of a seat designed and manufactured for "Kart" racing is prohibited.

The use of a folding or hinging type seat is prohibited.

The seat must have the correct "Seat harness holes", adjustable as necessary to enable the choice of harness to suit the stature of the driver to be correctly fitted.

The seat head restraint/headrest must be an integral part of the driver's seat construction and be such that it provides a support for the driver's head, regardless of the stature of any driver and will prevent the driver's head from being violently jerked backwards during an impact thus reducing the potential risk of neck injuries.

6.2 The seat must be adjustable for fit and location and harness location to securely hold the driver in place and to ensure correct control of the vehicle, regardless of the stature of any driver. Any padding used must be securely fixed.

6.3 The seat must be installed in accordance with the particular manufacturer's recommendations and instructions and be in good order and or condition and be free of damage.

Seat Mounting / Fixing.

The driver's seat or seat frame must be securely fixed (Bolted/welded) to the vehicle chassis, back and front (See Fig. 14). Where a proprietary seat is used it must be fitted in accordance with the manufacturer's recommendations and instructions. The seat, seat to seat frame or seat frame to vehicle support brackets must be located such that they cannot puncture or pass through the seat in the event of any impact.

A steel seat support bar must be fitted, minimum size 25mm circular or box section, with minimum wall thickness 2.5mm, directly to the rear of the seat backrest. See Fig. 19.

If the seat is fitted directly to the rear roll cage hoop diagonal bar then the diagonal bar is deemed as equivalent to the support bar and an additional support bar is not required.

If the seat is not fitted directly to the rear roll cage hoop diagonal bar then a separate support bar is required.

The back of the seat must be fixed (Bolted/welded) to the seat support bar in two (2) places adjacent to the safety harness apertures.

The base of the seat must be fixed (Bolted/welded) to the vehicle chassis by means of a minimum of 4 fixings.

Note.

Where a seat manufacturer recommends that floor fixing only is required then additional fixings to the seat support bar are not required. However the support bar must be fitted.

Whilst racing or in the event of an accident or roll over, the seat, seat frame, seat mounting brackets and fixings may be subject to severe shock and stress loading. This must be borne in mind during seat and/or seat frame and mounting bracket choices.

6.4 NASA reserves the right via an appointed Official and or Scrutineer to reject a seat (Including mounting support frame/brackets), particularly "Thin", "Lightweight" or "Ultralight" types that are marketed as a "Race seat" but deemed as not fit for purpose and unsuitable for the shock and stress loadings of the "Autograce racing environment".

7 FIRE EXTINGUISHER

7.1 All competitors must be in possession of a fire extinguisher which is in good working order.

a) The extinguisher must be present while the vehicle is in the pits area and must be within easy reach of the driver and mechanics at all times, especially when refuelling.

b). It is optional for the extinguisher to be carried in the vehicle during racing. If the extinguisher is to be carried in the racing vehicle it must be securely fixed with the manufacturer's clamp and bracket. The use of secondary fixings to retain the extinguisher within its bracket is permitted, but the use of any fastening that requires a tool to remove the extinguisher is prohibited.

7.2 Extinguishers must be minimum 1 kg (2.2 lbs) dry powder or 0.9 litre foam spray AFFF or Zero 2000. The "use by" date must be current and the "stored pressure" indicator must be within the manufacturer's recommended limits. For extinguishers subject to regular inspection and service, a current record of inspection/test must be shown. All inspection and servicing must be carried out by a "competent person" in accordance with BS 5306 (current edition).

8 IDENTIFICATION

- 8.1 All vehicles must have the competitor's NASA registered/recognised Club letters and racing numbers, displayed (See Rule 8.5) on each side of the vehicle and on each side of a specified roof structure, at a point forward of the rear roll cage upright, to a minimum size of 230mm (9") in height, with a minimum 25mm (1") brush width. The Identification (Club letters & Racing number) must match that stated in the competitor's NASA Licence. i.e. if AA123 in Licence then it is AA123 not 123AA or A123A on vehicle. (See Fig.15).
- 8.2 It is the responsibility of the competitor to ensure that the identification letters and numbers of his/her race vehicle are displayed, clear, upright and legible at all times.
Identification must be "Clean" and visible at the beginning of any particular race particularly during wet/inclement weather/track conditions.
Note.
The purpose of the vehicle identification requirement is to ensure that race lap scorers and officials can easily and correctly identify each vehicle from their race observation locations during any race. This must be borne in mind during identification font sizing and layout choices.
- 8.3 All NASA registered/recognised racing numbers, club letters and class numbers must be displayed the colour black on a white panel background. i.e. a background that is displayed/painted so as to be the colour white. Iridescent or chameleon effect (Colour Change) Letters or Numbers or panels prohibited.
- 8.4 All NASA registered/recognised racing numbers, club letters and class number font is free however they must be sized so as to be proportioned such that they are clear and legible, and upright.
i. There must be a minimum of 50mm – Side Identification, 5mm – Roof Identification, clearance between the outside border and/or edge of the letter and/or number characters, regardless of font, and the outside border and/or edge of the white panel background.
ii. There must be a minimum of 25mm between the club identification letters and race number grouping of characters. E.g. for AAC 123 there must be a minimum of 25mm between the character "C" and "1".
iii. The shading, blocking, outlining, overlapping, use of disproportionate sizing and/or leaning at an angle other than vertical of the letters and numbers is prohibited. (See Fig. 15).
- 8.5 Identification Sizes.
Vehicle Side.
A minimum size of 230mm (9") in height, with a minimum 25mm (1") width. (See Fig.15).
Vehicle Roof.
A minimum size of 150mm (6") in height, with a minimum 12mm (1/2") width. (See Fig.15).
Note. The roof display structure size must be appropriate for the size and type of font used.
- 8.6 Roof Display Structure.
The stand up structure MUST be made of 0.71mm (0.028") (22 gauge) aluminium, to the dimensions shown on Fig. 16. The length being discretionary within the vehicle roof area.
Note. The roof display structure size must be appropriate for the size and type of font used.
- 8.7 The vehicle must have the NASA registered/recognised racing class identification number – "J" displayed upon the vehicle roof over both the nearside and offside driver's compartment access aperture to a maximum height of 50mm (2"), minimum 25mm (1").
- 8.8 Identification letters and numbers and panel background may be printed on self adhesive vinyl film to the colours and sizes specified.
- 8.9 The use of magnetic white panels and/or magnetic identification numbers and letters is prohibited.
- 8.10 Vehicle paint and decoration is free, however stickers, logos, decals, drawings, phrases etc., which may be considered, obscene, offensive or intimidating are prohibited.

9 ELECTRICAL / INSTRUMENTS

- 9.1 A single ignition switch of proprietary manufacture must be fitted to control the electrical and ignition system to the engine.
The ignition switch must be within reach of the vehicle driver when the driver is seated in the vehicle and is in his/her normal driving position, with his/her safety harness fastened.
Note.
The electrical fuel delivery pump must be wired through the ignition switch.
- 9.2 The vehicle must be fitted with a self-starting system capable of starting the engine when operated. See Rule 9.4.
- 9.3 A single electrical system & battery isolator switch of proprietary manufacture must be fitted in either the Positive (+) or Negative (-) electrical "Live" or "Earth" circuit.
i. On operation of the battery isolator switch, the electrical system and engine must stop.
ii. Battery Isolator location – Restricted.
The battery isolator switch must be fitted on the offside of the vehicle, at the base of the front roll-cage hoop, adjacent to the point where it meets the top chassis rail. The switch "On/Off" positions must be clearly identified & displayed/painted a minimum size of 25mm (1") in height.. See Fig. 17.

- 9.4 Battery Size and Number off – Restricted.
 A single 12 Volt battery only must be used.
 Commercial and or agricultural vehicle battery prohibited.
 The use of a “Jack Plug” and “Slave” battery system prohibited.
Note. The fitting of extra large battery and/or battery container may be construed as ballast.
- 9.5 Electrical Battery location - Restricted.
 The electrical battery must not be fitted either internally or externally at or to the side of the driver’s compartment. See Rule 2.1 vii.
- 9.6 Electrical battery enclosure.
 A battery must be secured within a metal enclosure box/container of sufficient strength not to burst open upon any impact and that is made as leak-proof as possible.
 The enclosure box/container must be firmly secured directly to the vehicle chassis.
 The enclosure box/container maximum wall thickness = 3mm.
- 9.7 Instrumentation and gauges.
 Instrumentation and gauges free. However they must be firmly secured to the vehicle.
 The use of an engine “Rev counter” and or “Speedometer” and their associated tachometer drive mechanisms/sensors permitted.
 The use of “Shift light” system(s) prohibited.
- 9.8 Brake Light.
 A minimum of One (1) number Brake light, of 21 watts output and lens size 70mm x 70mm must be fitted to all vehicles.
 The mandatory brake light to be mounted facing rearwards (Towards an imaginary marshal standing at the vehicle rear) at a point as near to the rear most point of the vehicle as practicable. It is permitted to fit a secondary brake light, mounted onto the offside roll cage upright facing outwards (Towards an imaginary marshal standing at the vehicle side).
 All brake lights must be covered with a red plastic lens and be clearly visible when in operation. “LED” lamps that emit a light that is the colour red of a minimum size 50mm x 50mm and that is clearly visible when in operation are permitted.
- 10 FUEL**
- 10.1 Pump fuel only to be used.
 Proprietary manufactured petrol Lead & Octane Replacement and Anti-Wear additives may be used
Note. Millers oils – VSP and CVL Fuel Additives are permitted. However their use must be in strict compliance with the particular manufacturer’s recommendations and instructions.
- 10.2 The use of Nitrous Oxide (N₂O) injection and/or Steam or Water injection is prohibited.
- 10.3 A single non-spill proprietary metal fuel tank or NASA permitted proprietary “Fuel cell” with a minimum capacity – free, and a maximum capacity of 10 litres (2 galls.) and that is fitted with a integral filler pipe and secure cap, including gasket or “O” ring seal must be fitted.
 i. It is permitted to fit a fuel delivery “Fuel shut off tap” however this must also be an integral part of the fuel tank/cell.
 ii. Fixings.
 For a metal fuel tank the fixings must be such that the tank is secure. The use of non-metal fixing straps, wire, etc. is prohibited.
 For a “Fuel cell” the original “Fuel cell” manufacturers “Fixing Kit” only must be used and the “Fuel cell” must be secure.
- 10.4 The Fuel tank or “Fuel cell” Location – Restricted.
 The Fuel tank or “Fuel cell” and or fuel filler pipe and or filler cap location must be positioned to the rear of the forward facing surface of the rear roll cage uprights and be completely shielded with metal from the driver’s compartment. The shield must be as leak proof as possible
Note.
 Fuel tanks/cells depending upon their location may be required to have protection bars fitted. See PROTECTION – Rule 20.8.
- 10.5 The fuel tank/cell and or fuel filler pipe and or filler cap must be completely shielded with metal from the driver’s compartment. The shield must be as leak proof as possible in case of spillage in an incident.
- 10.6 The Fuel tank or “Fuel cell” must have an external vent pipe fastened in a downward position, to a point below the chassis floor of the vehicle. This vent pipe must not protrude into the fuel tank/cell more than 6mm (1/4”). It is also recommended that a one-way (Non-return) valve is fitted in the vent pipe.
Note. For a “Fuel cell” the vent pipe must be connected to the “Fuel cell” by proprietary fittings and in a manner approved by the “Fuel cell” manufacturer.
- 10.7 Fuel delivery pipes must be of metal or proprietary fuel flexible hose and be securely fixed.
Note. For a “Fuel cell” the fuel delivery pipe must be connected to the “Fuel cell” by proprietary fittings and in a manner approved by the “Fuel cell” manufacturer.
- 10.8 Where the fuel tank/cell is fitted within a totally enclosed space, a 50mm diameter hole MUST be provided as near to the tank as possible, in one easily accessible face of the enclosure, for accessibility of a fire extinguish ant in the event of a fire.

10.9 Fuel Pump Type – Restricted.

- i. The original donor vehicle fuel delivery pump may be retained or removed. A proprietary manufactured standard production GM Vauxhall or standard production replacement GM Vauxhall fuel pump must be fitted. It is permitted to use a standard production fuel pump from the GM Vauxhall Nova, Corsa, Astra or Cavalier range of road vehicles including the replacement fuel pump – Sytec FP603 (3 Bar). The use of a non-GM Vauxhall or non specified replacement pump or “Competition” or “Competition type” fuel pump is prohibited. See Rule 9.1.
- ii. The original donor vehicle fuel filter may be retained or removed. Type and capacity of fuel filter free.
- iii. Type and capacity of fuel regulator on the fuel flow pipe-work up to the Multec Injection Unit free. See Rule 17.11 & 17.12. The fitting of a fuel regulator on the fuel return pipe-work from the Multec Injection Unit to the fuel tank is prohibited.

10.10 A single “Accelerator” or “Throttle” pedal, including a “Accelerator/throttle cable” must be fitted to control the operation of the fuel delivery system to the engine. The engine must be fitted with an “Accelerator” or “Throttle” return spring of sufficient size, strength and movement such that the fuel delivery system closes once the “Accelerator” or “Throttle” pedal is released.

Note.

The accelerator/throttle cable/connection system must be sufficiently routed, shielded from any heat source, and lubricated to minimise the risk of seizure.

11 COOLING SYSTEMS**11.1 Water Radiator Type & Number – Restricted.**

A single water-cooling radiator must be fitted.

The radiator must be of a type as fitted to a standard production road vehicle. i.e. The use of a specialist fabricated radiator is prohibited. The repositioning of the original radiator – radiator hose connection points is permitted.

11.2 Water Radiators and expansion/header tanks and Oil radiators location – Restricted.

Water Radiators and expansion/header tanks and Oil radiators and tanks must be positioned to the rear of the rear roll cage uprights and be below the top face of the rear brace bars and be within the shaded area shown on Fig.18.

- i. Water Radiators must have radiator protection bars fitted.
 - ii. Oil radiators and tanks depending upon their location may be required to have protection bars fitted.
- See PROTECTION – Rules 20.7 & 20.8.

11.3 Radiators and expansion/header tanks, and Oil radiators/coolers and tanks and/or any other cooling system radiators/coolers and tanks, must be completely shielded from the driver’s compartment. The shield must be as leak proof as possible in case of spillage in an incident.

11.4 Water radiators or expansion/header tanks, must be fitted with a pressure cap and overflow pipe fastened such that it is in a downward position to a point below the floor of the vehicle.

11.5 Where sealed radiator systems are used, they must be of a permitted manufactured type, and be fitted with a permitted pressure release device, that must be maintained in good working order.

11.6 Water pipes must be of metal or proprietary flexible hose.

11.7 Oil hoses and pipes must be of the correct oil resistant type with suitable high-pressure oil connections/fittings.

12 BRAKES

12.1 Brakes must be fitted on all wheels and be kept in good working order at all times.

Note.

Whilst racing the braking system may be subject to severe stress, pressure and/or heat loading. This must be borne in mind during brake and brake component choices.

NASA reserves the right via a Scrutineer to reject a component choice due to size and ability and or capacity to provide the necessary braking force.

Note.

The use of “Kart” and or “Bicycle” brake disc and or brake calliper is prohibited.

The brake device fitted on each axle hub must be equal in type, size and capacity. i.e. If a disc and calliper is fitted to nearside rear hub, or nearside driveshaft then a disc and calliper of equal size and capacity must be fitted on the offside rear hub or offside drive shaft.

Note.

The nearside and offside brake device must not be on the same side of the axle “Differential” or centreline. See Fig. 37.

- i. Braided brake hose permitted.
- ii. Brake pads – free
- iii. **Front Brakes**
It is permitted to use either a “Drum” or “Disc” braking system. Type Free.
- iv. **Rear Brakes - Restricted.**

The permitted donor vehicle’s standard production “Front” braking system including discs and callipers must be used.

Brake Disc:- Vauxhall Corsa standard production diameter = 236mm.

Brake Disc:- Vauxhall Corsa standard production thickness = 12.7mm Maximum. 9.7mm Minimum.

Note.

The practise of lightening the rear brake discs by “Thinning” and or “Diameter reduction” and or grooving, slotting or drilling and or other machining is prohibited.

The lightening of any other braking components is prohibited.

- 12.2 All wheels must lock on grass on application of the single foot brake pedal only, at all times. Anti-lock and/or "ABS" braking systems prohibited.
- 12.3 The fitting of brake fluid shut off taps to completely isolate any part of the braking system is prohibited. The use of a "Brake Balance Bar" is permitted.
- 12.4 A handbrake/parking may be fitted such that it operates the rear wheel braking system only. Hydraulic handbrake permitted. Electric handbrake prohibited.
- 12.5 Brake Warning Lights must be activated by the depression of the foot brake pedal only – See Rule 9.8.

13 WHEELS

- 13.1 The vehicle must have 4 wheels only.
- 13.2 Type – Restricted.
All wheels must be in good order and or condition and be free of damage. Modification of a proprietary manufactured wheel by "Thinning" and or "Diameter reduction" and or "Grooving", "Slotting" or "Drilling" and or other machining is prohibited.
- i. Wire wheels and/or "Twin wheels" are prohibited.
 - ii. Single nut, centre lock wheels and fixings are prohibited.
 - iii. Beadlock wheels are prohibited.
 - iv. The use of hub caps and or dust/mud shield and any attachments prohibited.
 - v. Wheels must have a single tyre inflation valve orifice in its standard production location.
- 13.3 Wheel Width & Diameter - Restricted.
The wheels must be suitable for the tyres used. See Rule 14.1
- 13.4 Wheel fixings – Type Restricted.
- i. Wheel centres must only be fitted to hubs the correct way.
 - ii. Wheel studs and nut fixings only permitted.
 - iii. The wheel nut must be completely penetrated and threaded by the wheel stud.
 - iv. The correct number and size of studs and nuts must be fitted for all the wheels used. Wheel nuts must be used to match the nut taper and stud bore and depth of the particular wheel (Including spacer if used) concerned. The studs/nuts must not protrude beyond wheel rim.
 - v. Locking wheel nuts/bolts prohibited.
 - vi. All studs must be of a one-piece type.
 - vii. Single nut and/or stud and/or centre lock wheel fixings prohibited.
 - viii. "Half nuts" and/or "Alloy" or non-steel nuts prohibited.
- 13.5 Wheel Spacers – Type restricted.
- i. The fitting of wheel spacers is permitted. Spacer thickness – Maximum 25mm.
 - ii. A wheel spacer must be of proprietary manufacture, be of solid one piece that incorporates an integral backing plate.
Note. The hollow spacers and or those requiring "Extension studs" are prohibited.
 - iii. The alteration of or thinning or machining of proprietary wheel spacers is prohibited.
 - iv. The spacer must be of uniform width and diameter.
 - v. The associated wheel studs must be of a one-piece type and of correct size. "Extension studs" prohibited
- 13.6 The use of wheel adaptors to fit wheels of a different PCD is permitted.
The use of wheel spacers and/or combined wheel spacer and wheel adapter permitted.

14 TYRES

- 14.1 Tyres are restricted.
For "drive axles" and/or "drive wheels" Control Tyres will apply. The application of control Tyres will remain effective until 31 December 2018. NASA reserve the right to modify these regulations without notice at any time
There are 3 options. "A" and "B" and "Wet Weather".
A competitor may use tyres on that comply with either option on a "Drive axle". Mixing & matching of Option "A" and Option "B" and or "Wet Weather" tyres on the same drive axle is permitted.
- i. All tyre identification markings must be present and visible on each of the tyre sidewalls.
Removal of identification markings is not permitted.
The hardness value must be marked upon all Option "A" tyres.
Such marking is to be clearly visible, non removable and applied during the tyre manufacturing process.
Sticky labels applied by the retailer or "Branding iron" markings are not acceptable.
 - ii. The tread block/pattern/profile must be pre-formed. i.e. made during the original manufacturing process.
Note.
Alteration or modification to original manufacturer's tread pattern by "Tyre cutting" is not allowed.
 - iii. All tyres whether Control Tyres or other, must have a speed rating of a minimum of 75 mph ("L" speed symbol).
"Town and Country", and "M & S" (Mud & Snow) tyres are permitted subject to drive & non drive axles and Control Tyre restrictions. Motorbike and/or Motorcycle tyres prohibited.
 - iv. All tyres must be fitted to the wheel correctly and be in good condition. i.e. Be within wheel rim and or be free of damage to main tread pattern and sidewalls, including cuts, bulges, tears, rips, loose and or separated tread.

v. Tyre Hardness - Restricted.

Tyre hardness must comply with the following. Random checks of hardness will be carried out by means of a Durometer.

For non-Control Tyres the shore hardness is free.

Control Tyres Option "A" must have a minimum nominal shore hardness of 60, when measured at a nominal temperature of 20 deg C. (There is a tolerance of -5 shore hardness to allow for manufacturing variance. The absolute limit is 55).

Control Tyres Option "B" must have an absolute minimum shore hardness of 55, when measured at a nominal temperature of 20 deg C.

vi. Size (All Axles) – Restricted.

Minimum Size – 145 x 13

Maximum size – 185/70 x 14

14.2 Tyre Option Description & Application.

i. Drive Axles.

For "Drive Axles" Control tyres will apply. There are 2 choices of tyre - Option "A" and or Option "B".

A competitor may use tyres on that comply with either option on a "Drive axle". Mixing & matching of Option "A" and Option "B" tyres on the same drive axle is permitted.

Option "A" Tyres.

Tyres must be of a type supplied by a manufacturer/supplier as shown on the NASA permitted list of suppliers only. (The current NASA permitted suppliers are: Maxsport Competition Tyres, Sportway Tyres, Liam Evans Tyres, Kinsley Tyres).

N.B. The tyre tread pattern must be of a type as permitted by NASA.

Option "B" Tyres.

Tyres must be an "E" marked Car road going "New" or "Remould" tyres that are permitted in law for road use only, available from any regular UK tyre distributor or Internet seller. They must have a shore hardness rating of a minimum of 55. The cost of the tyre must be such that it has, or has had an initial sales value inclusive of VAT of less than £60. Tyres must also comply with Rule 14.3.

NASA will maintain a register of approved Option "B" tyre makes/patterns. Tyres not on the approved listing are prohibited.

Where any "Option B" tyre is found to be below the stipulated hardness, the user will be reported for disciplinary action. The fact that an "Option B" tyre is on the approved list maintained by NASA does not mean that NASA agrees that all tyres of that make/pattern will necessarily conform to their hardness requirements. The responsibility lies with the competitor to ensure his "Option B" tyres comply with the NASA minimum hardness requirements

Wet Weather Tyres.

Wet weather tyres are listed separately by NASA are exempt from hardness control.

Wet Weather tyres may be fitted to any axle/wheel.

Wet Weather tyres must also comply with Rule 14.3.

Examples of permitted Wet Weather Tyre patterns are:

Maxsport: *RB 1, RB 3, Hakka II+, Hakka.*

Sportway: *AT1, AT2, Rallygrip, Ultragrippa.*

ii. Non-Drive Axles.

Tyres fitted to **non-drive axles** must be:

Control Tyres Option "A", "B", or "Wet weather tyres".

Tyres must also comply with Rule 14.3.

iii. Pre January 2012 Tyres.

Tyres in use prior to January 2012, currently in circulation and not marked "60" but of a pattern previously sold by an "Option A" seller will be deemed to be "Option B" and come under the "Option B" regulation making the user responsible for their hardness.

14.3 Eligibility.

- a). When a tyre is inspected and is not to the satisfaction of a scrutineer and or designated official then it is deemed as being in contravention of the NASA vehicle construction rules and will not be eligible for use.
- b). It is Competitors responsibility to contact a scrutineer and or designated official to confirm that tyres are eligible. i.e. permitted by the NASA Scrutineers Committee **before** using them.
- c). Tyres tread patterns must be only as permitted by NASA. Tyre tread patterns will be subject to regular review by NASA to ensure suitability for Autograss racing. (See d). iii.). NASA reserves the right to amend the permitted tyre tread pattern requirements at any time.
- d). The following tyres are not permitted:
 - i. Option "A" Tyres sourced from a supplier not on the NASA permitted supplier list.
 - ii. Option "B" and or "Wet Weather" Tyres not on the NASA permitted tyre list.
 - iii. Tyres with an aggressive tread pattern. i.e. As a "Rule of Thumb" the "Tread Block" must be greater than the gap between the individual tread blocks.
 - iv. Tyres fitted with studs and/or attachments.
 - v. Implement. Industrial Horticultural and or Agricultural tyres.
 - vi. "Hand-cut" tyres.
 - vii. Barum, Monarch Bartrack, Bridgestone Potenza RE39 R or 606, Yokohama MT14, Hoosier tyres.

- e). Any tyre manufacturer wishing to introduce a new size and or pattern for use in Autograss Racing must contact the NASA Scrutineers Committee for approval. Patterns and Sizes must have been originally available at 30th September of the preceding year and as per the manufacturers submitted lists.
- f). NASA reserves that right to trial tyres at any time - of any type from any supplier and will dictate at the time if any car using a trial tyre may be included within race results.
- g.) NASA reserve the right to consider and or appoint additional suppliers of "Option A" tyres at any time – Subject to them meeting the NASA Tyre criteria.

14.4 Tyres may be fitted with inner tubes. The placing of liquid into a tyre or inner tube is prohibited.

14.5 The use of any substance to enhance or improve the adhesion and/or softness & hardness properties of tyres is prohibited.

15 EXHAUST

15.1 Exhaust Manifold – Restricted.

The standard production cast iron engine exhaust manifold complete with Lambda sensor must be retained in its original standard production position and form. Emission control systems may be retained or removed.

15.2 The exhaust system beyond the manifold is free. However the exhaust system must have a single outlet pipe. The engine exhaust system manifold and pipe-work must be fitted such that it is to the rear of the roll cage uprights. i.e. no manifold or pipe-work shall protrude further forward than the rear roll cage uprights. Catalytic Converters are permitted.

15.3 All vehicles must be fitted with an efficient silencer capable of reducing the noise level to within the NASA specified noise limit 102 Db (A). For method of noise level measurement see SILENCING.

a). It is the competitor's responsibility to:

- i). Ensure that his/her vehicle complies with sound testing regulations and it is recommended that competitors make themselves aware of any additional regulations imposed by clubs which they may visit before attending.
- ii). Ensure that his/her vehicle is constructed such that noise testing may be readily and easily carried out.
- iii). Familiarise themselves with the NASA Noise Test Chart showing the different engine r.p.m. test levels for different types of engines.

b). Test Engine RPM.

The noise test engine r.p.m. shall be notified by NASA to each affiliated club's Chief Scrutineer by means of a list showing the different levels for different types of engines cc. NASA reserves the right to amend and or revise the engine test r.p.m. at any time.

Note.

- i. A vehicle considered noisy by any official during racing may be disqualified notwithstanding that they may have passed the initial static test.
- ii Where a silencer's performance is found to be insufficient to comply with the above, the use of any temporary modifications, including inserting drink's cans, extra wire wool etc., into the silencer outlet pipe etc; is prohibited.
- iii. For further detailed information see also Members Handbook – SECTION – SILENCING.

15.4 The engine exhaust system must have a single outlet that must end at a point to the rear of the roll cage uprights. This must be at a point height of not more than 838mm (33") from ground level, and at a point that is easily accessible for the taking of noise level test measurement readings. The single outlet pipe must be either horizontal or downward at an angle of not more than 30 degrees from the horizontal. Exhaust pipes must not protrude beyond the shaded area shown in Fig. 22.

15.5 Any device(s) that acts as a valve and or regulator, whether adjustable or not, upon the exhaust gas flow within the exhaust system is/are prohibited.

16 SAFETY SHIELDS

16.1 For all vehicles the area enclosed by the rear roll cage hoop uprights and top roll bar, from vehicle floor level to the vehicle roof level (i.e. from the bottom chassis to the top roll bar and nearside chassis and/or roll cage upright to offside chassis and/or roll cage upright) must be completely panelled (See Definitions). (See Fig. 20).

16.2 Engine.

All vehicles must be fitted with a metal fire shield that completely separates and protects the driver from the engine unit.

16.3 Engine & Flywheel Shield.

i. Engine Shield.

From the vehicle floor to a height equal to the top surface of the engine "Rocker or cam cover" for the complete width of the roll cage structure. I.e. from nearside roll cage upright to the offside roll cage upright. (See Fig. 25). The shield to be constructed from either: Steel sheet minimum 2mm thickness or Aluminium sheet minimum 3mm thickness.

ii. Flywheel Shield.

A steel shield fitted securely to interrupt a direct line between the vehicle driver and the engine flywheel. The shield to be constructed from steel plate minimum 6mm (¼") thickness, 460mm (18") high, 100mm (4") width.

- 16.4 Sump Guard – Restricted.
 A sump guard or under engine/gearbox shield may be fitted. However it must be of metal with a maximum thickness of 3mm.
Size:
 Width = Maximum - No wider than vehicle chassis rails.
 Length = Maximum – From bottom of rear roll cage upright to rear most point of gearbox.
- 16.5 Pulley/belt/chain shield.
 All external revolving pulleys/belt/chain drives must be shielded. i.e. None must be visible when the vehicle is viewed in any plane.
- 16.6 Oil, water and fuel pipes location – Restricted.
 Oil, water and fuel pipes must be fitted such that they are to the rear of the roll cage uprights. i.e. no Oil, water and fuel pipe-work shall protrude further forward than the rear roll cage uprights.
- 16.7 Suspension Shield.
 Shock absorbers, dampers, springs or coil/shock absorber assemblies located adjacent to the drivers compartment must be shielded from the driver. The shield is to be made of steel or alloy a minimum of 2mm thickness.
- 17 ENGINE**
- 17.1 A single normally aspirated engine must be used.
 The engine shall be of the type as permitted. – See c). Permitted Engine.
 All non-permitted engines and engine components are prohibited.
- 17.2 Engine Specification.
 i. The engine must remain as per the donor vehicle manufacturer's original specification.
 ii. All parts used must comply with the permitted vehicle manufacturer's original specification and permitted vehicle's Glasses Guide Technical Services Data Sheet (T.S.D.). The donor vehicle manufacturer's parts specifications and T.S.D. sheet will be used as a reference when checking the eligibility and legality of the engine and transmission/gearbox and their components.
 iii. Standard production originals and NASA Scrutineers Committee permitted replacement engine/gearbox components only must be used.
 iv. The interchanging of any unspecified components between the specified donor vehicle manufacturer's engine & gearbox and any other engine & gearbox is prohibited.
 v. The modification or alteration of any part or component using any standard production parts to alter its working design is prohibited.
- 17.3 Pistons.
 A maximum of + 0.500 mm oversize bore is permitted.
 The oversize bore or re-bore is on the permitted engine's manufacturer's original engine size, as fitted to the make and model of permitted donor vehicle.
 Standard replacement pistons only are permitted.
Note.
 i. The pistons must be the correct type for the engine concerned. It is not permitted to fit 10:1 compression pistons in a 9.1:1 compression engine.
 ii. Where a standard production replacement piston is not available in the specified maximum stated permitted overbore sizes then, it is not permitted to engage specialist piston manufacturers to produce a piston to such a size or to modify non-standard replacement pistons to fit.
 iii. Pistons must not protrude above the cylinder block top face.
- 17.4 Shot-peening or tuft-riding of engine components permitted.
- 17.5 The permitted engine's original manufacturer's connecting rods, crankshaft, pistons, flywheel and clutch cover plate may be balanced.
Note.
 i. One assembly/set consisting of one connecting rod and big end cap from the same cylinder must remain as standard (Not balanced or lightened). The remaining units and components may be balanced to match.
 ii. Pistons: One Piston to remain as standard. The remaining pistons may be balanced to match. To be balanced by means of spot drilling only.
 iii. Conrods: To be balanced to manufacturer's standard only. Removal of metal by spot grinding or spot drilling for "Balancing purposes" is permitted for "Little end" and "Big end cap" only. Removal of metal from "H" section part of conrod prohibited.
 i.v. The crankshaft, flywheel and clutch cover plate to be balanced by means of either or spot grinding or spot drilling.
 v. Crankshaft webs: A minimum of one crankshaft web must remain as factory finish. Crankshaft webs must not be chamfered, radiused, narrowed, knife edged, or smoothed or polished. If, in the opinion of the scrutineer, the crankshaft has been modified during the balancing process to improve its performance in other areas then it will be deemed illegal.
- 17.6 Camshaft.
 A standard production and/or standard production replacement camshaft obtained from **either** a bona-fide Vauxhall Dealer or AE or a replacement camshaft as manufactured by a NASA specified aftermarket camshaft manufacturer only is permitted. The camshaft identification reference or code number must be retained and remain visible.
 Vauxhall part ref/no: - 90444758
 AE part ref/no: - CAM453

NASA permitted camshaft:
Newman Cams: - NASA JS08

- i. The camshaft must remain in its original standard production form. The production or adaptation or modification of a camshaft to provide standard production and/or T.S.D. manual listed valve timing and/or valve lift, but non-standard timing and/or valve lift at regular degrees of rotation is prohibited.

Note.

 - a). The use of a camshaft obtained via others or any unspecified aftermarket camshaft manufacturer is prohibited.
 - b). The use of a camshaft found to have identification markings that are false or misleading or "Tampered with", will result in the competitor or where a vehicle is shared, competitors concerned (i.e. **ALL** drivers of the particular vehicle involved), being subject to disciplinary action.
 - c). NASA reserves the right to have a camshaft removed from a competitor's vehicle and retain that camshaft for examination to ensure compliance with the original vehicle manufacturers standard production details.

 - ii. Cam Lift.
For the Vauxhall Corsa 1196cc engine the maximum cam lift shall be:
Inlet: = 4.8mm.
Exhaust: = 5.2mm.

 - iii. Cam/Valve Timing.
For the Vauxhall Corsa 1196cc engine the standard production cam/valve timing shall be used. Modification to camshaft lug and sprocket prohibited.

 - iv. Cam Belt.
For the Vauxhall Corsa 1196cc engine the cam-belt type and manufacture is Free.
However the cam-belt must be fitted using the Corsa 1196cc engine standard production components.
- 17.7 Water pump.
Standard production original and replacement engine mounted water pump only permitted.
- i. Modifications to water pump or pump pulley and/or impeller prohibited.
 - ii. The use of an additional or remote water pump is prohibited.
- 17.8 Ignition System.
Distributor Type 12NZ & C12NZ Engine.
- a). The standard production distributor system must be retained in its entirety and remain in its original standard production form.
The adaptation of any listed distributors where they are fitted to other vehicle makes and/or models is prohibited.
 - b). The fitting of a distributor to a "Distributor less" cylinder head is prohibited.
 - c). Ignition Leads & Spark Plugs Free.
- Distributor Less Type (Coil Pack) Engines.
- a). The standard production Distributor less (DIS) system /ECU must be retained in its entirety and remain in its original standard production form.
The adaptation of any listed distributors Distributor less (DIS) system or ECU, where they are fitted to other vehicle makes and/or models is prohibited.
 - b). The ECU must be fitted in a readily accessible location and be mounted such that it is easily removable.
 - c). The ECU shall be marked with identification showing the vehicle club prefix and vehicle number.
 - d). The placing of any substance or use of devices, including electrical resistors whether within the wiring system or elsewhere, to provide false and or non-standard information to the ECU or any part of the fuel delivery control system is prohibited.
 - e). For ECU's that are fitted with a vehicle immobiliser facility, the particular ECU immobiliser function **MUST** be overridden or disconnected. The method of modification to achieve this is free, provided no other function of the ECU is affected.
 - f). NASA reserves the right to:
 - i. Remove and retain the ECU fitted to the competitor's vehicle and retain that unit for inspection.
 - ii. Remove the ECU and substitute it for NASA supplied unit for a set time period e.g. the duration of a race meeting or a stated number of races.
 - iii. Remove the ECU and substitute it for a unit as used by another competitor.
 - iv. Place a "Scrutineers Seal" onto the ECU for a specified period of time chosen by the Chief Scrutineer.
 - g). NASA shall not be held responsible for the performance or damage of the above unit.
 - h) One ECU only must be fitted at all times. The fitting of a "Spare" or "Standby" ECU is prohibited.
 - i). For the Vauxhall Corsa 1196cc the Distributor less (DIS) GM Multec Electronic Control Unit (ECU) system must be retained.
 - j). The fitting of a distributor to a "Distributor less" cylinder head is prohibited.
 - k). Ignition Leads & Spark Plugs Free.
 - l). "Rev Limiters" must operate at 6250 rpm maximum.
- 17.9 Cylinder Head.
The cylinder head **MUST** be the correct type for the engine involved.
- Note. The conversion of a cylinder head from a "Distributor less" engine to a "Distributor engine" and/or vies-versa is prohibited.
- i. Reconditioning of the cylinder head and its associated components must be carried out in accordance with the original manufacturer's recommendations and accepted "Reconditioning and repair" practise.
Excessive removal of metal or reconditioning that is carried out to the extreme will result in the components etc; being deemed as outside the Class regulations and thus illegal.
Absolute minimum cylinder head thickness = 94mm.
 - iii. The inlet port and exhaust port surfaces, within the cylinder head, must remain as manufacturers original standard production finish and dimensions. See Fig. 36. Cleaning up or smoothing by removing metal or polishing of the original standard production finish is not permitted.

- iv. A “3 angle cut” to valve & valve seat permitted.

Note.

- a. The top face of any valve insert fitted must be below or in line with the combustion chamber face.
- b. The depth of the valve insert must be not greater than 6mm.
- c. Maximum throat diameter of inlet valve inserts. Inlet = 30mm. Exhaust =25.5mm.
- d. The cylinder head valve throat must remain as standard production diameter and “As cast” finish.
- e. When fitting a replacement valve insert it is not permitted to machine the valve throat beyond the depth of the new valve insert.

- v. Valve Head Diameter.

For the Vauxhall Corsa 1196cc engine the maximum valve head diameter shall be:
 Inlet: = 33mm. Exhaust: = 29mm.

17.10 Air Box & Filter Box & Air Filter.

The standard production air box must be retained in its entirety and remain in its standard production form, without any modification, and fitted in its standard production location on the top of the Fuel Injection Unit.
 Vauxhall Corsa 1196cc – Air Box reference number:
 GB 90324 005 – PPT20 – Mann 3909168901.
 All the air must enter the air box via the standard production single 55mm diameter entry orifice.

Air Filter type and location.

Free, however it must be fitted such that it is to the rear of the roll cage uprights.

17.11 Fuel Injection Unit/Throttle Body.

Type number and size is restricted.

- i. The standard production GM Fuel Injection Unit/Throttle body must be retained in its standard production form.
- ii. Modifications to GM Fuel Injection Unit/Throttle body prohibited.
- iii. The Fuel Injection Unit/Throttle body must be fitted with a throttle return spring. See Rule 10.10.

Note.

Fuel Injection Unit depending upon its location may be required to have protection bars fitted. See PROTECTION – Rule 20.9.

17.12 Engine Fuel System.

- i. The standard production engine fuel system shall be retained and remain in its standard production form.
 The adaptation of any other systems, where they are fitted to other vehicle makes and/or models is prohibited.
 The placing of any substance or use of devices, to provide false and or non-standard information to or from any sensors or any part of the fuel delivery control system is prohibited.
- ii. Fuel Sensors, including inlet/exhaust manifold items and their wiring and connectors/connections shall be retained and remain in their standard production location and form.
- iii. Vauxhall Corsa 1196cc - The Multec single-point fuel injection system must be retained.
- iv. Inlet Manifold.
 The standard production inlet manifold shall be retained and remain in its standard production form. The adding or removal of material is prohibited.
- v. Fuel Pump – Type and location – Restricted. See Rule 10.9.

17.13 Engine Oil System.

- i. The engine oil pump must remain as standard production.
- ii. The oil pick up pipe must remain as standard production.
- iii. The fitting of a sump oil baffle plate or plates prohibited.
- iv. The fitting of an oil breather catch tank permitted.
- v. The fitting of an oil cooler is permitted.
- vi. The fitting of an oil windage tray/crankshaft scraper prohibited.
- vii. “Dry sump” system prohibited.

17.14 Engine Mounting and Mountings.

The engine must be positioned anywhere to the rear of the rear roll cage uprights in a transverse format with the engine block forward of the drive shafts.
 The location of the “Engine mounting brackets” in relation to the vehicle space-frame chassis must be such that it/they shall be no further forward than the front face of the rear roll cage upright. See Fig. 34a & 34b.
 Engine to “Engine mounting” mounting is free i.e. “Solid” type engine mountings permitted.

17.15 Engine Sealing.

The engine must have provision for the fitting of at least one readily accessible scrutineers wire seal, such that the fitting of the wire seal prevents access to internal engine components.

17.16 Component Sealing Purpose.

The purpose of sealing is to prevent the engine or key parts being substituted for another unit prior to the inspection of the unit by a designated official. Seals can be fitted to any component or part of a vehicle by a NASA designated official. Refusal to comply with a request to fit a “Seal” will immediately deem the vehicle as being in contravention of the NASA vehicle construction rules and make the competitor and or member concerned subject to disciplinary action.

17.17 Seal Removal.

Once a seal has been placed by the duly appointed official the competitor and or member concerned must seek permission to remove or “Break” such seals. A seal must not be removed without the express permission of the NASA designated official or NASA Chief Scrutineer.
 The person that removes or “Breaks” a seal must be able to demonstrate to any official that permission has been granted for seal removal.
 The unauthorised removal or “Break” of a seal will immediately deem the vehicle as being in contravention of the NASA vehicle construction rules and make the competitor and or member concerned subject to disciplinary action.

18 TRANSMISSION

- 18.1 Drive: Rear wheel drive only. i.e. the drive must be effected by the 2 rear wheels only.
- 18.2 Transmission/gearbox.
- i. The transmission/gearbox, drive shafts and wheel hubs shall be of the type as permitted. – See d). Permitted transmission/gearbox.
 - ii. Standard production originals and NASA Scrutineers Committee permitted replacement transmission gearbox components only must be used.
 - iii. It is not permitted to change a gear cluster from “Standard”. i.e. the following are prohibited.
 - a). Fit a gear cluster or any gear from a non F10 gearbox into an F10 gearbox or a non F13 gearbox into a F13 gearbox.
 - b). “Manufacture” a gearbox gear cluster using OE standard components to produce a unit with non-OE “Standard” gear ratios or “Gears”. i.e. Mix up Wide Ratio (WR) or Close Ratio (CR) gears into a single gearbox. E.g. Fit a CR 2nd gear into a WR gearbox or vies-versa.
 - iv. For scrutineering purposes the gearbox must be complete with the correct Vauxhall “F10” or “F13” or “Part number” casting/stamped identification upon the casing.
It is not permitted to use a gearbox without the casting/stamped identification.
- 18.3 The transmission or gearbox must remain as per the manufacturer’s original specification, complete with all gears retained, including reverse gear.
- i. Gear Selector mechanism.
A single gear lever must be fitted to control the operation of the transmission system “Gear change” mechanism. Modifications to gear selector rod & rod housing free.
Steering wheel mounted or operated gear change devices are prohibited.
 - ii. Gear Ratios- Restricted.
As listed on the Permitted vehicle’s Glasses Guide Technical Services Data Sheet or Permitted vehicle transmission system list.
 - iii. Differential.
The differential must be free revolving at all times.
Locked, Welded, Limited Slip, Power-lock, Quaife ATB, Gripper, “Blue” type differentials prohibited.
 - iv. Differential Turning Torque.
The differential must have a turning torque of a maximum of 3 lb/ft (36lb/in) (0.34Nm) at all times, when measured at the wheel hub. i.e. When the transmission is set to neutral and the nearside wheel and tyre raised off the ground whilst the offside wheel and tyre assembly remains on the ground, and vies-versa, then when a torque wrench is applied onto the wheel hub nut the maximum turning torque of the differential and drive-shaft assembly must not exceed the stated maximum regardless of the temperature of the unit.
 - v. Crown-wheel & Pinion (CWP) Ratio.
As listed on the Permitted vehicle’s Glasses Guide Technical Services Data Sheet or Permitted vehicle transmission system list.
The interchanging of CWP ratios is permitted. i.e. any listed permitted CWP ratio may be used with any listed permitted gearbox.
 - vi. Constant Velocity (C.V.) Joints.
The original standard production C.V. joints and flanges must be retained. Standard production original and replacement C.V. joints only permitted.
- 18.4 Transmission Location – Restricted.
The transmission must be located such that it is connected to the engine as per original manufacturer’s specification. The transmission may be positioned anywhere to the rear of the rear roll cage uprights in a transverse format provided that:
- i. The curved front face of the engine-mounting bracket protrudes no further forward than the rear face of the rear roll cage upright. – See Fig.34a & 34b.
 - ii. The front face of the centre of the suspension tie bar bracket protrudes no further forward than the front face of the rear roll cage upright. – See Fig.34a & 34b.
Note. Gearbox to “Gearbox mounting” mounting is free. i.e. “Solid” type engine mountings permitted.
- 18.5 Clutch.
Standard production original and replacement clutch cover & plate only permitted.
The clutch cover plate may be balanced to the original manufacturer’s standard only. See Rule 17.5.
- 18.6 A single clutch foot pedal must be fitted to control the operation of the “Clutch mechanism or engaging” drives to the transmission system mechanism from the engine. The use of hand operated drives prohibited.

19 SUSPENSION

- 19.1 Suspension type is restricted.
“Remote reservoir” type dampers and/or shock absorbers are prohibited.
Note.
Track conditions may mean that suspension components and component to chassis mounting points may be subjected to severe stress loadings. This should always be borne in mind during suspension design and component choices.
- 19.2 Suspension mounting points must be built in a secure manner and be robust and be sufficient to withstand race track conditions.
Note.
Where suspension mounting or support bars are fixed to the chassis, the fixing points must have a clearance of not less than 100mm (4”) distance from any seat or safety harness fixing point.

- 19.3 Shock absorbers, dampers, springs or coil/shock absorber assemblies located adjacent to the drivers compartment must be shielded from the driver. The shield is to be made of steel or alloy a minimum of 2mm thickness.
- 19.4 Wheel Camber – Free.
Wheel Castor – Free.
Wheel Alignment (Toe in/out) – Free.
- 19.5 Shock absorber piston rod dust covers of proprietary manufacture only may be used.
- 19.6 Front Suspension - Type Restricted.
Suspension components must be of metal.
"Inboard" suspension is not permitted.
Other types and modifications free.
- 19.7 Rear Suspension Type Restricted.
- i. The permitted donor vehicle's standard production "Front" suspension bottom tie bars, bottom inner and outer track control arms, uprights/wheel hubs, and MacPherson strut must be used. The fitting of an anti roll bar is optional, however if fitted the standard production item must be used.
 - ii. The standard production mountings must be used to fit the components to the space-frame fixing points. The design of Space-frame fixing point is free; however the rear face of the centre part of the bush housing must be no further forward than the rear face of the rear roll cage upright- See Figs 34a & 34b.
 - iii. The conversion of the standard production mountings to "Roller Top" or "Spherical Bearing" Concentric or Eccentric or Two Piece or "Solid" type suspension leg/strut Top Mounts or Mountings is prohibited.
 - iv. The permitted donor vehicle's standard production "Front" suspension leg/struts may be fitted with a metal "Wedge" to minimise bending. Maximum height of metal wedge 100mm. See Fig. 35.
 - v. The use of adjustable spring platforms are prohibited.
 - vi. A GM Vauxhall O.E. - Corsa 1200cc 8 valve unit / Struts Part Number GM 72119025.
Or proprietary manufactured replacement MacPherson strut (One piece without removable insert) is permitted.
If proprietary after market replacement unit is used it must not be of retail cost of more than the GM original OE replacement unit.
Standard production replacement units as manufactured by:
"KYB – Excel/Ultra"; "Monroe – Original/Reflex" permitted.
The use of competition / motorsports derived and or updated and or modified and/or adjustable and/or "Remote reservoir" and or "Piggyback" type units are including all Bilstein, Spax, AVO, G.max, Koni prohibited.
The piston rod diameter must be a maximum of 20mm.
- 19.8 Rear Suspension Springs – Type and spring rating free, however they must fit onto the permitted donor vehicle's standard production "Front" suspension leg/struts. "Concentric Strut Top" mountings prohibited.
- 19.9 Rear Suspension "Top tie bars" for nearside & offside uprights/wheel hubs. – Must be of metal. Type & mounting free. "Rose Joints" may be fitted for camber adjustment.
- 19.10 Rear Suspension Bushes – "Powerflex" type or similar uprated bushes may be used.
Bump Stops – Uprated bump stops may be used.

20 PROTECTION

- 20.1 Front protection.
The fitting of any type of front protection/nerf bars is prohibited.
- 20.2 Rear Protection.
A rear protection bar may be fitted.
It must not project from the vehicle chassis side beyond the centre of the either the nearside or offside rear wheel.
Material to be used should be no greater than 25mm Box or 32mm diameter tubular.
- 20.3 Local gearbox, engine ancillary, fuel or oil tank protection, and exhaust protection is permitted.
- 20.4 Protection bar construction must be fit for purpose.
NASA reserves the right via a Scrutineer to reject a construction component choice due to size and ability and or capacity to provide the necessary protection.
Multiple or excessively large or oversized or "Heavyweight" protection bars may be regarded as ballast/reinforcement and prohibited.
- 20.5 Side Protection.
A "Side protection bar" to protect the drivers compartment over a minimum distance of from the rear roll cage upright to the front roll cage upright **MUST** be fitted. The side protection bar may be extended forward no further than within 50mm of the rear of the front wheel & tyre assembly and no further rearwards than within 50mm of the front of the rear wheel & tyre assembly.
Note. There must be a minimum of 3 points of connection, 2 of which must be onto the rear chassis or roll cage upright at the rear of the drivers compartment. See Fig 12. It may be welded or bolted.
If bolted it must be bolted by means of a minimum of a single 10mm High Tensile steel bolt at each point of connection with the main chassis.
- 20.6 If a Special is fitted with "Side Pods" externally to the side of the driver's compartment, constructed of a tubular framework consisting of a minimum of 20mm box or 25mm circular steel, and projecting more than 152mm (6") at 90 degrees from the external panelled face of the driver's compartment, then side protection bars may also be fitted.

20.7 Radiator/cooler Protection.

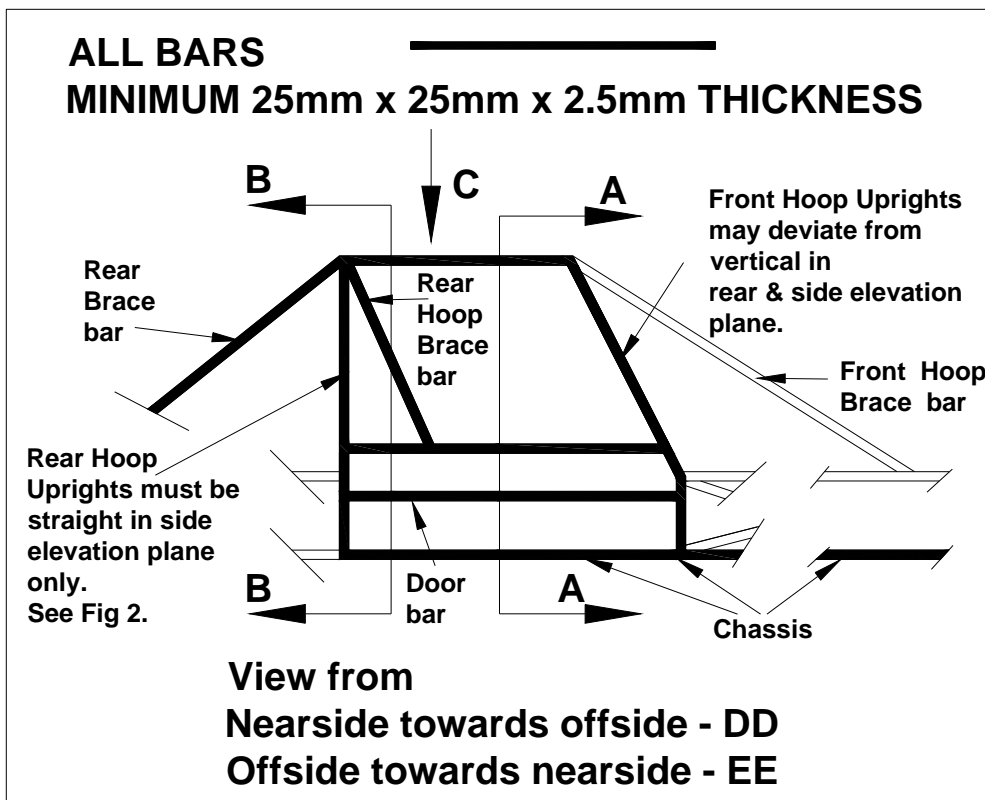
Where cooling radiators are fitted at the rear of Specials, for safety and protection of following competitors, radiators/coolers must be adequately protected, with framework consisting of a minimum of 25mm (1") box or 32mm (1 ¼") tubular steel. (See Fig. 18).

20.8 Oil, Fuel Tank, "Fuel cell", Fuel Injection Unit Protection.

Where an oil/fuel tank, "Fuel cell" or Fuel Injection Unit is fitted at the rear of a Special and protrudes beyond the line of the rear brace bars and/or the rear chassis bars, then for the safety and protection of the driver and marshals in the event of a roll over or rear impact, there MUST be at least one oil/fuel tank/"Fuel cell"/Fuel Injection Unit protection bar for each tank and "Fuel cell" and Fuel Injection Unit, consisting of a minimum of 20mm box or 25mm circular section steel tube.

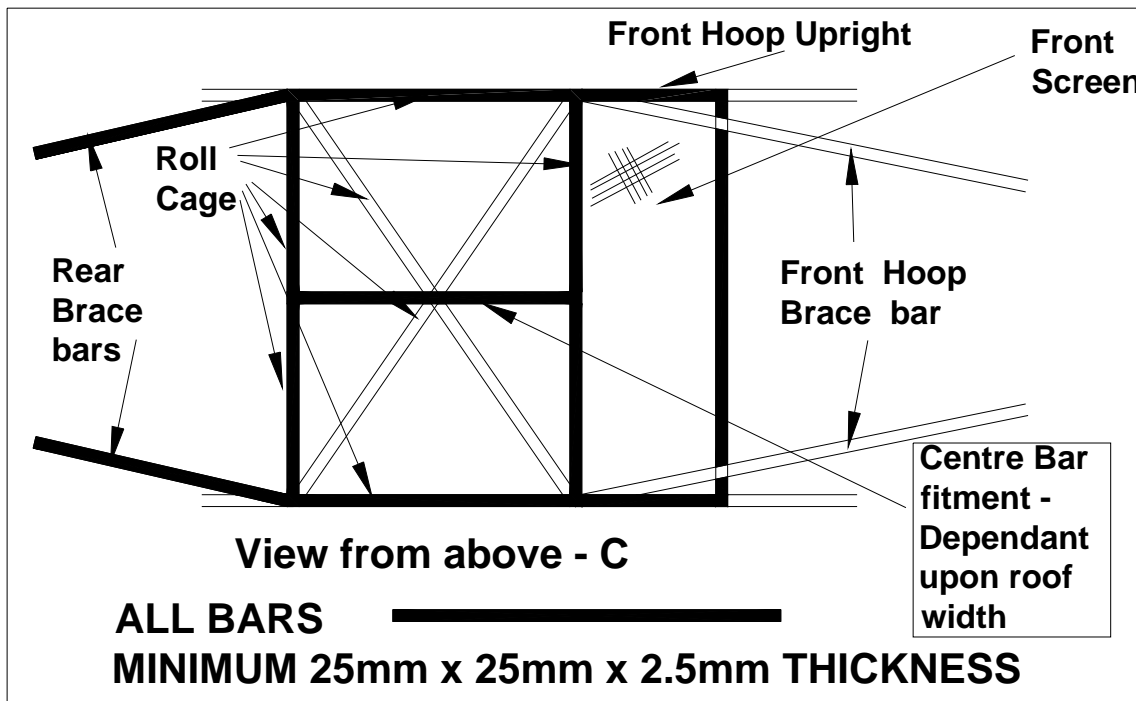
FIGURES – CLASS JUNIOR SPECIALS.

FIGURE 1a. Roll Cage



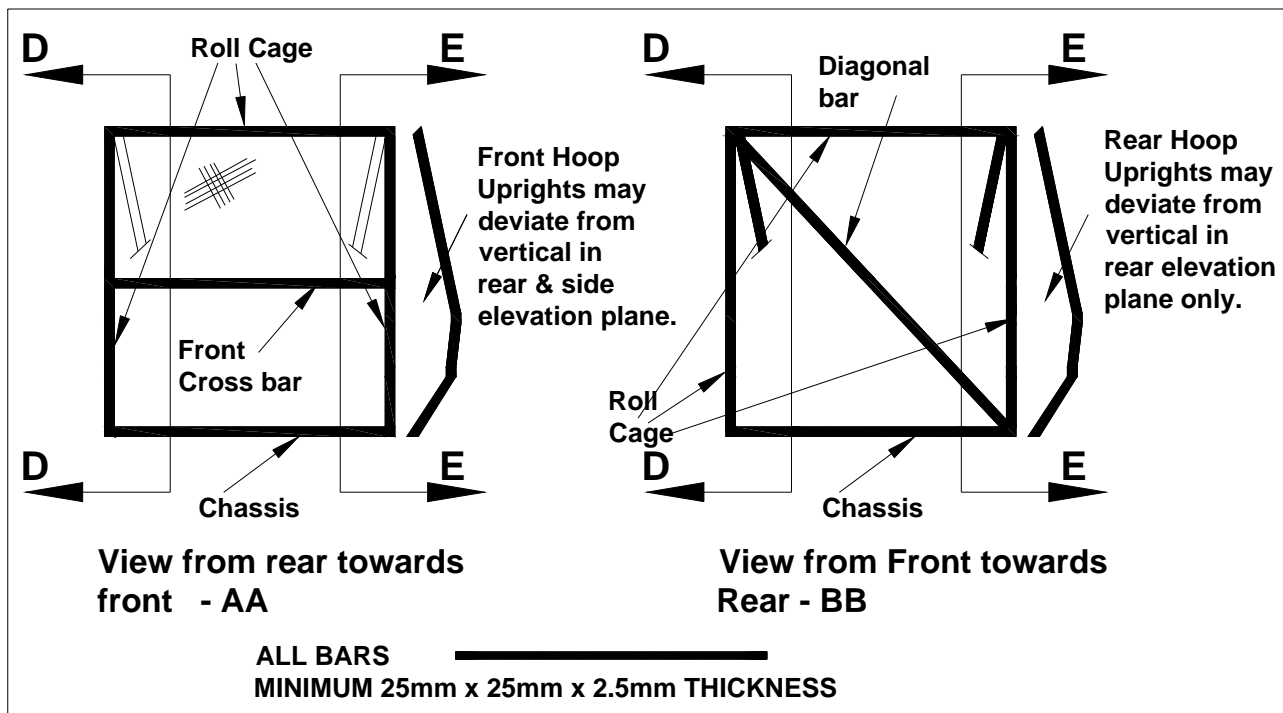
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FIGURE 1b. Roll Cage



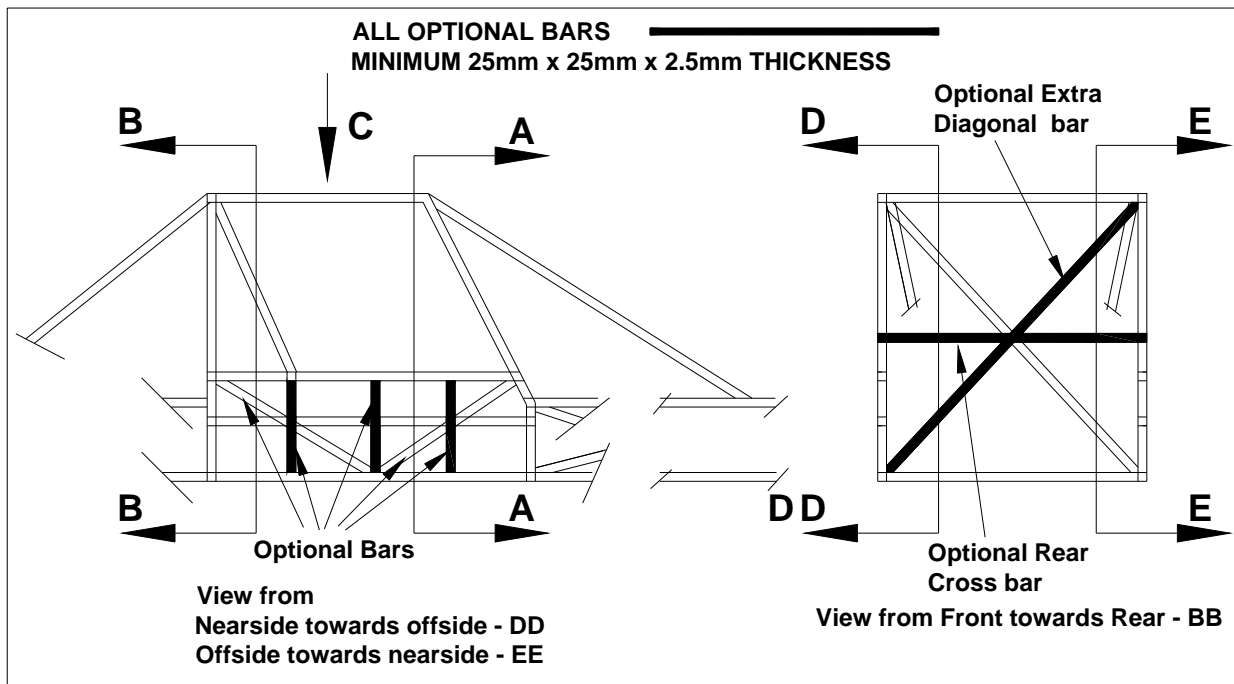
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FIGURE 1c. Roll Cage



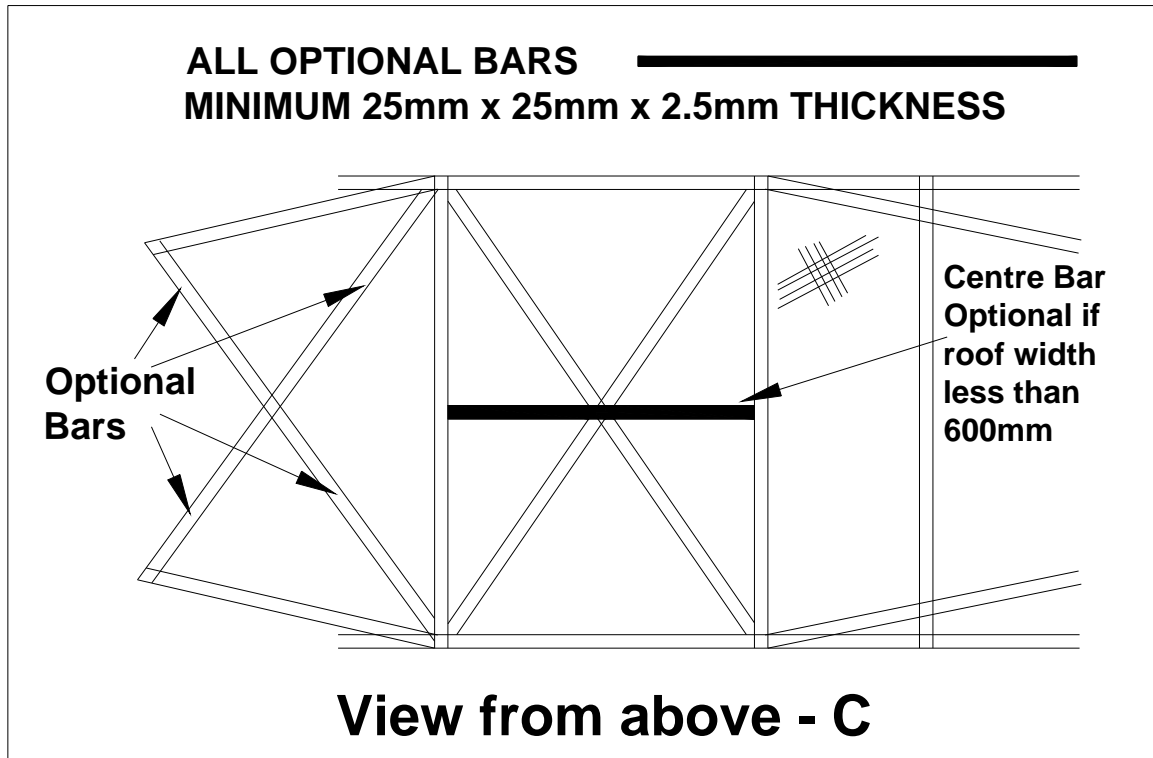
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FIGURE 1d. Optional Bars



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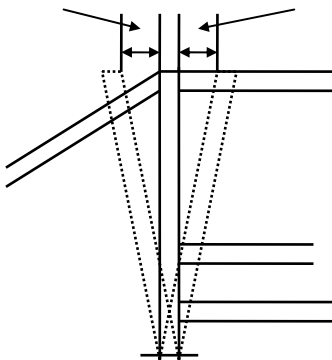
FIGURE 1e.
Optional Bars



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FIGURE 2

**ROLL CAGE REAR UPRIGHT:
MAXIMUM PERMITTED
DEVIATION FROM VERTICAL.
- 50mm(2") + 50mm(2")**

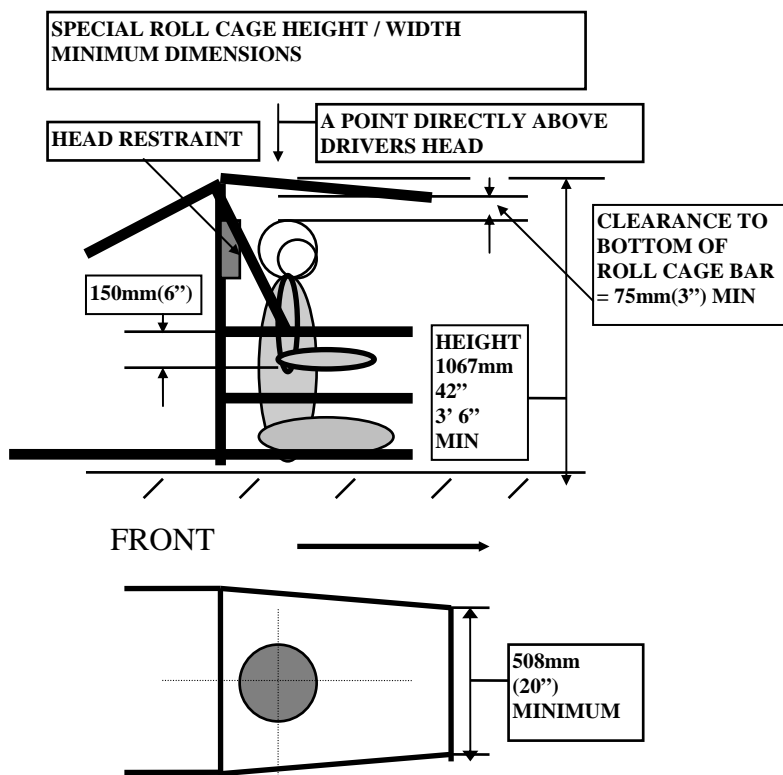


**UPRIGHT BAR MUST BE STRAIGHT
WHEN VIEWED FROM THE SIDE.**

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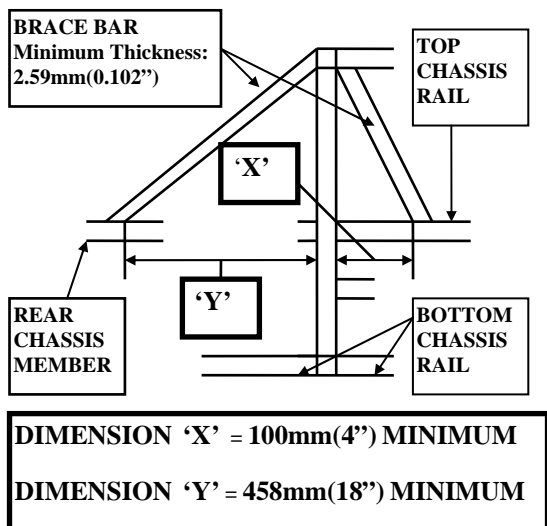
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FIGURE 3



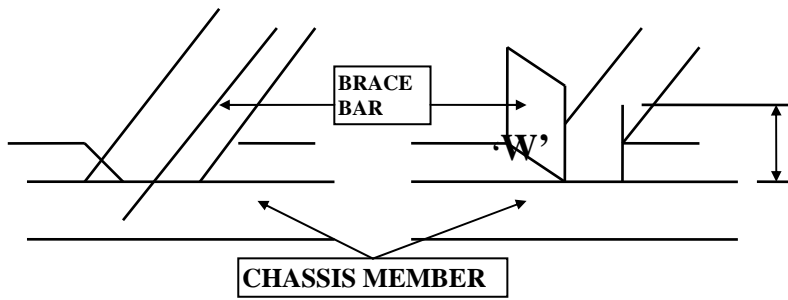
gii

FIGURE 4



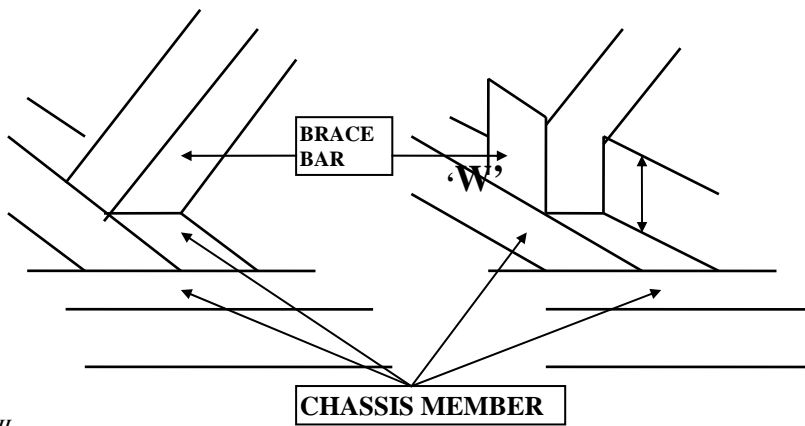
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FIGURE 5.



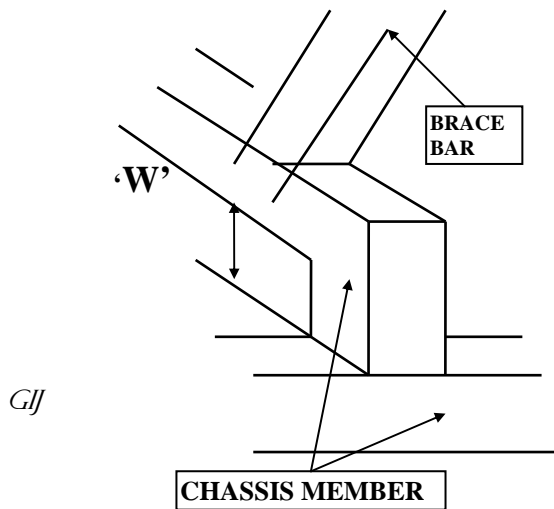
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FIGURE 6.



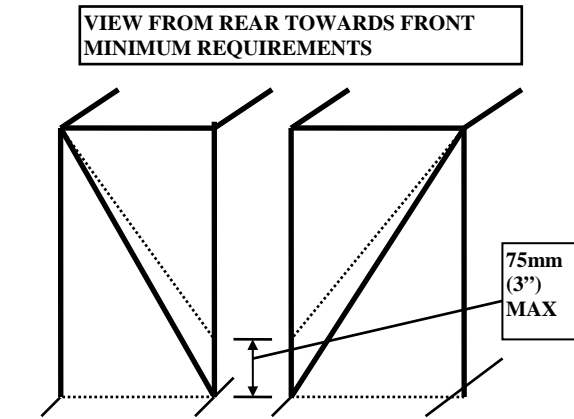
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FIGURE 7



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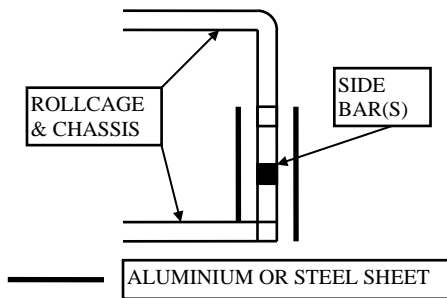
FIGURE 8 ROLL CAGE – Diagonal deviation.



EACH ROLL CAGE UPRIGHT MUST
BE CONNECTED TO BOTTOM
CHASSIS RAIL.

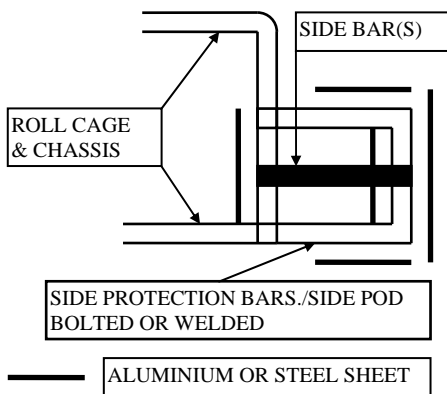
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FIGURE 9 SIDE PROTECTION



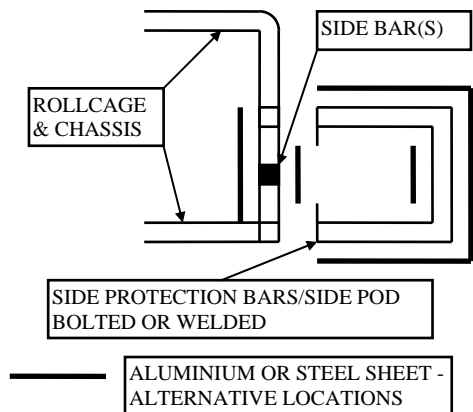
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FIGURE 10 SIDE PROTECTION



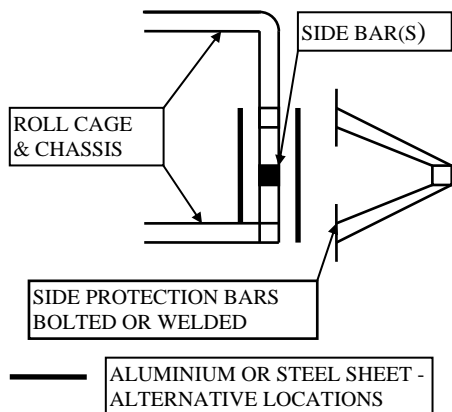
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FIGURE 11 SIDE PROTECTION



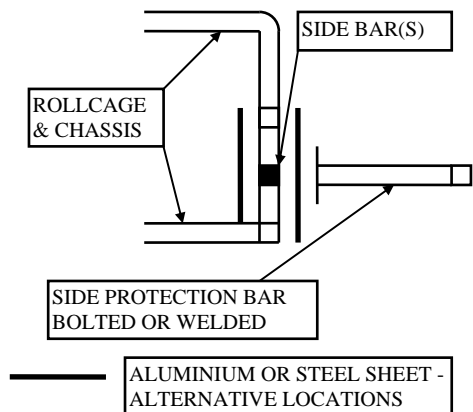
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FIGURE 12 SIDE PROTECTION



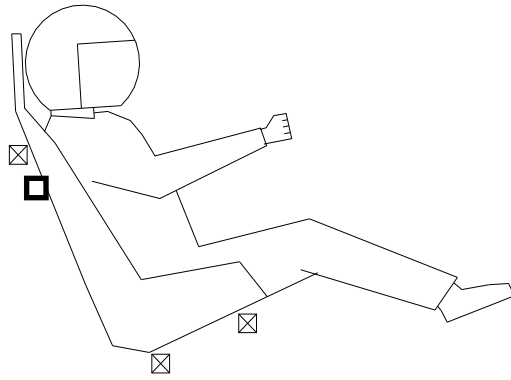
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FIGURE 13 SIDE PROTECTION



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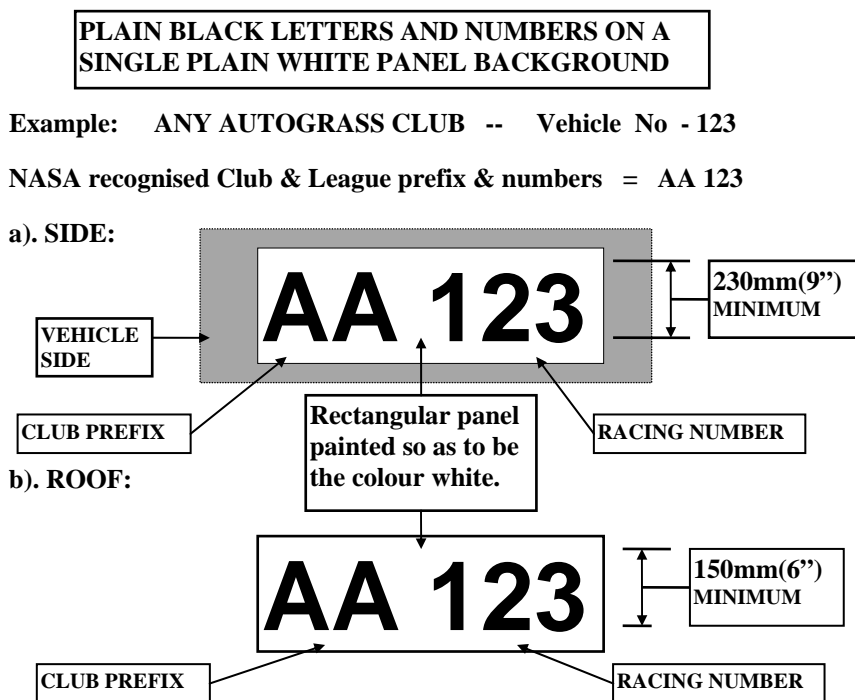
FIGURE 14 SEAT FIXING POINTS



⊗ **FIXING POINTS**
As seat manufacturer's
recommendations

Seat Support Bar □
Minimum Box Section = 25 mm x 25 mm x 2.5mm Wall Thickness
Minimum Circular Section = 25mm x 2.5mm Wall Thickness
GJJ

FIGURE 15 VEHICLE IDENTIFICATION

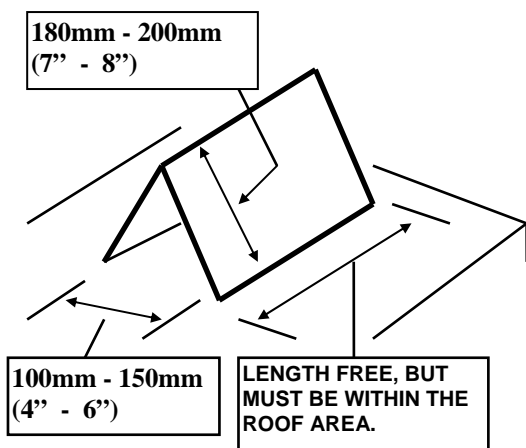


The Identification (Club letters & Racing number) must match that stated in the competitor's NASA Licence. i.e. if AA123 = AA123 Not 123AA or A123A. Identification must be located forward of Rear Roll Cage upright. All letters & Numbers must be clear, legible and upright. Clearance between outside edge of letter and or number to outside edge of white panel: Side: = 50mm. Roof: = 5mm.

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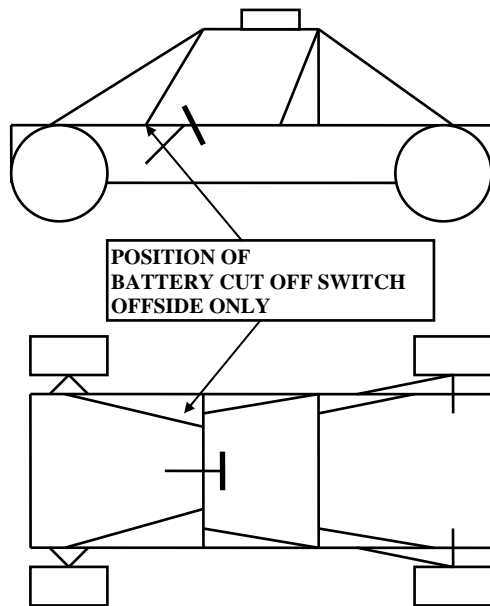
FIGURE 16 METAL ROOF NUMBER PANEL

Identification panel must be located forward of Rear Roll Cage upright.



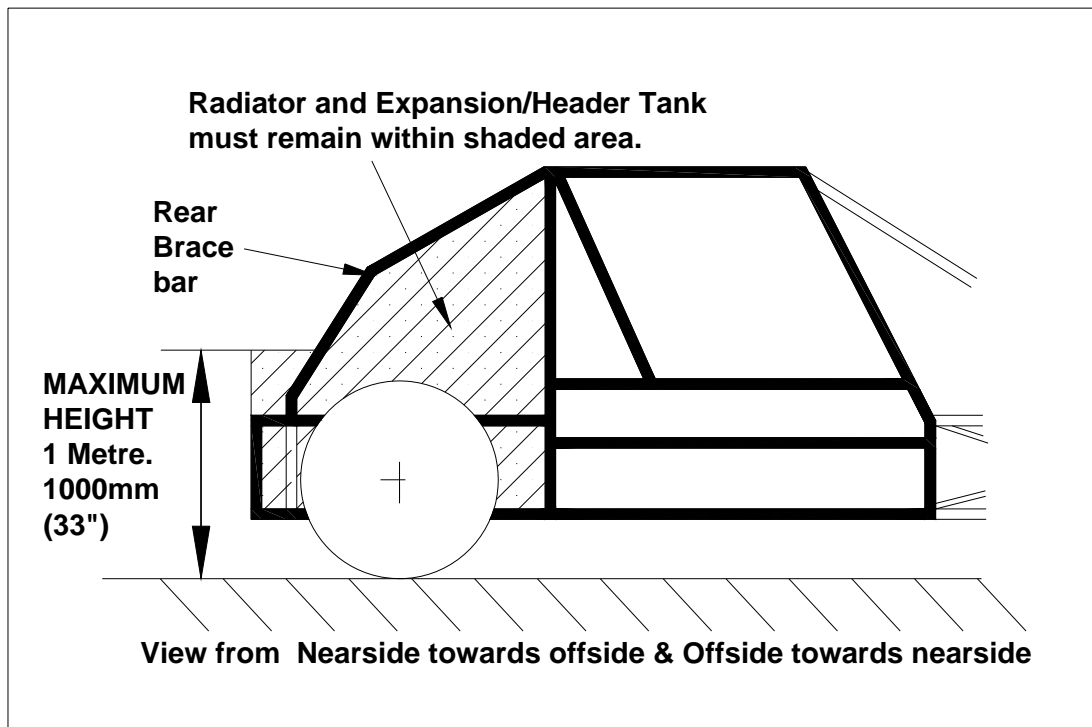
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FIGURE 17 LOCATION OF BATTERY CUT OFF SWITCH



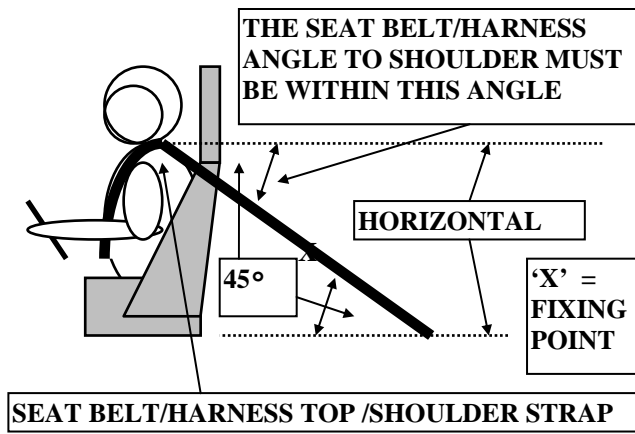
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FIGURE 18 RADIATOR & EXPANSION TANK LOCATION



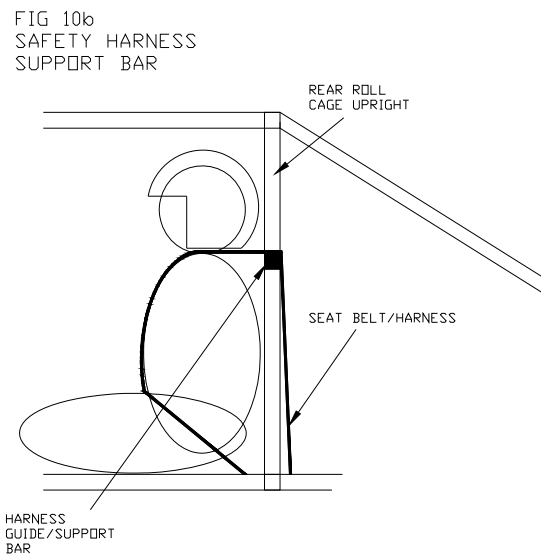
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FIGURE 19a SEAT BELT HARNESS TOP STRAP



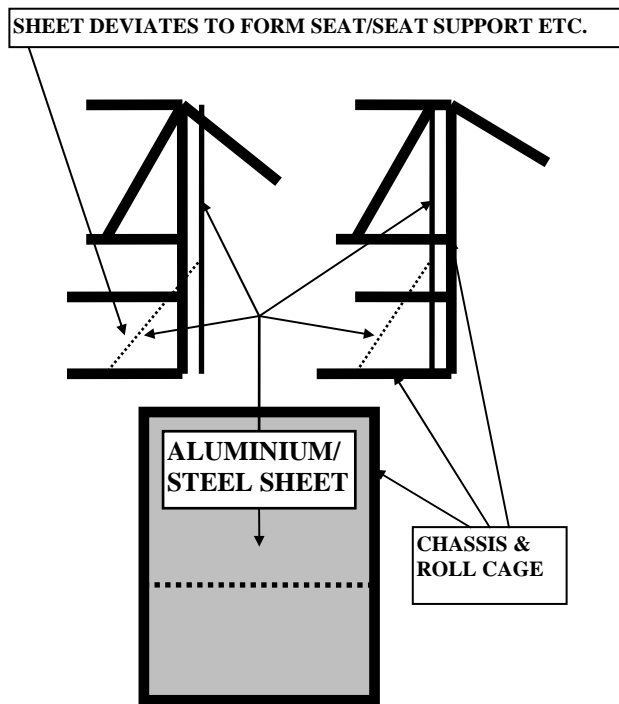
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FIGURE 19b SEAT BELT HARNESS SUPPORT BAR



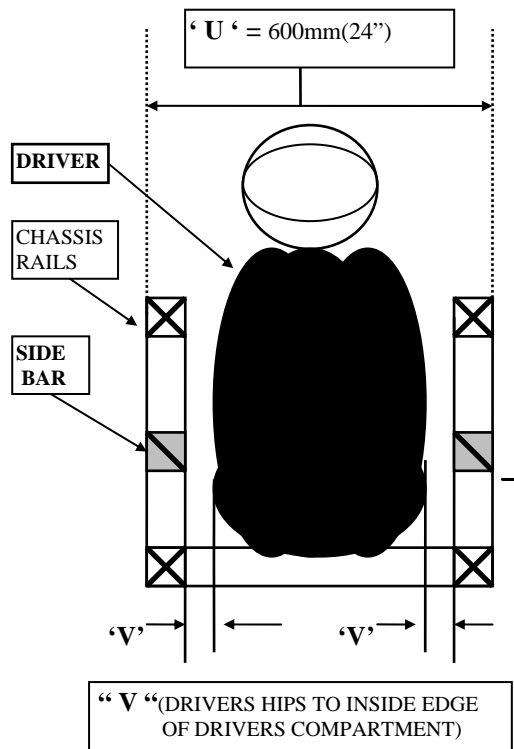
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FIGURE 20



99

FIGURE 21



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FIGURE 22 Exhaust Limit of Construction.

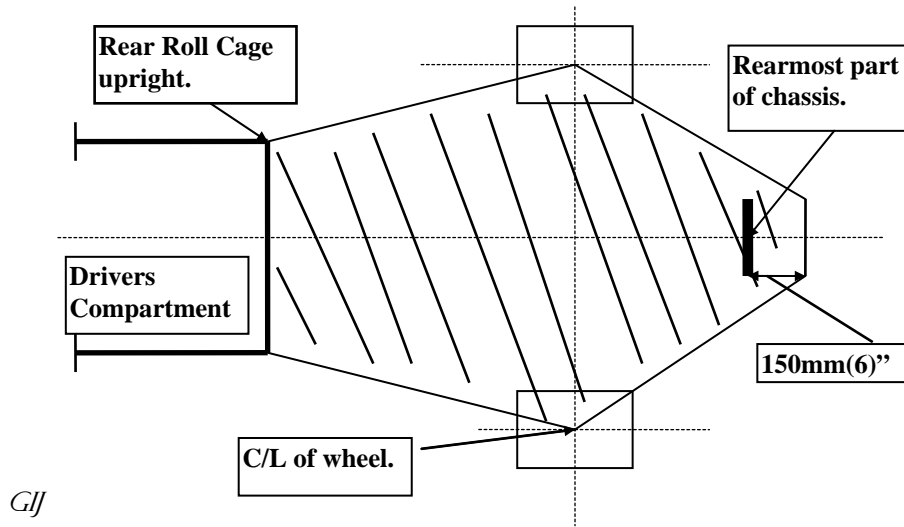
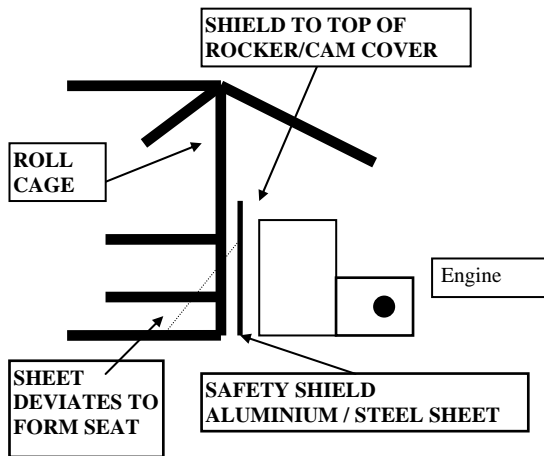
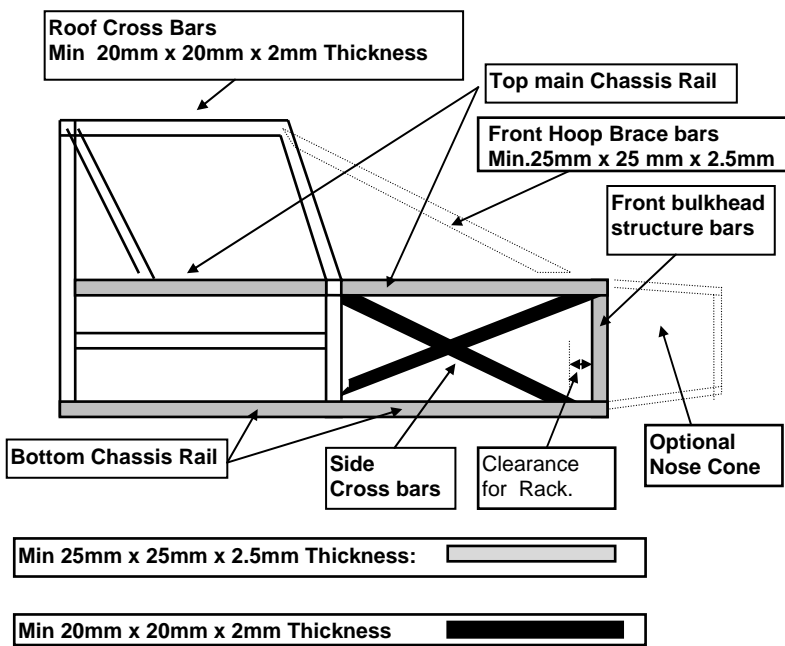


FIGURE 25 ENGINE SHIELD



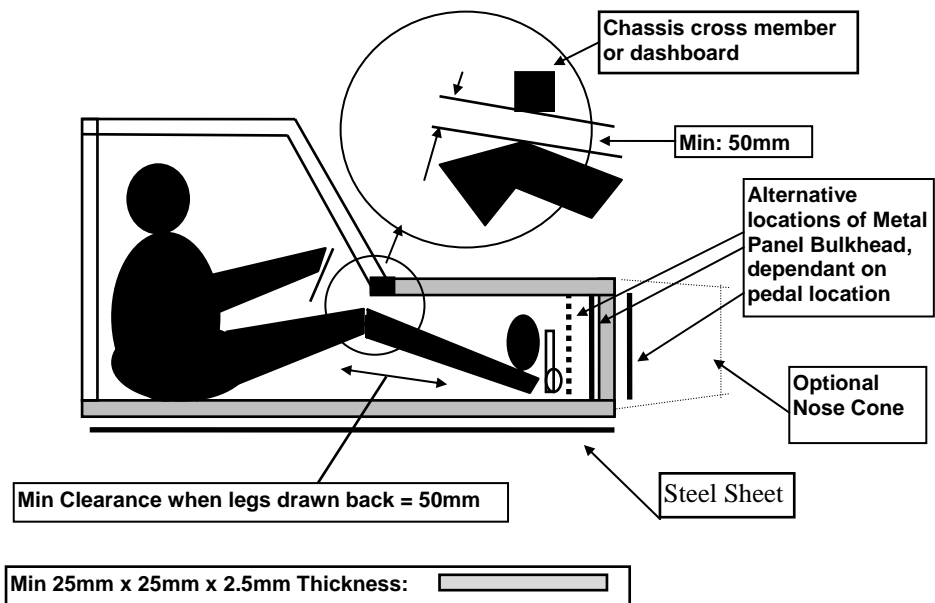
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FIGURE 27 CAB CHASSIS REQUIREMENTS



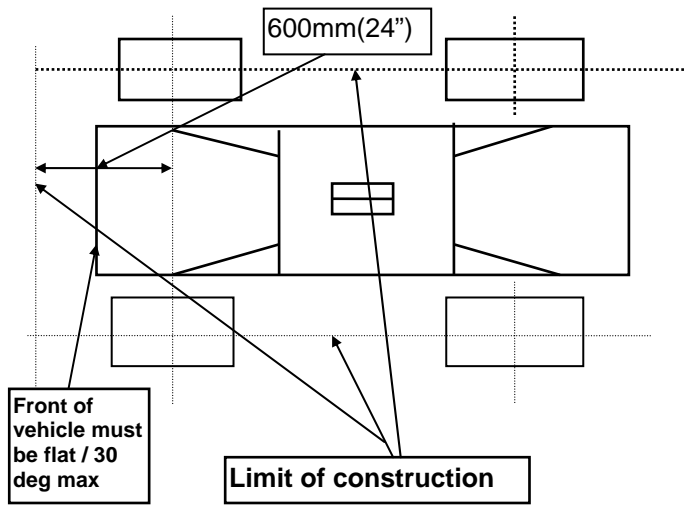
99

FIGURE 28 CAB REQUIREMENTS



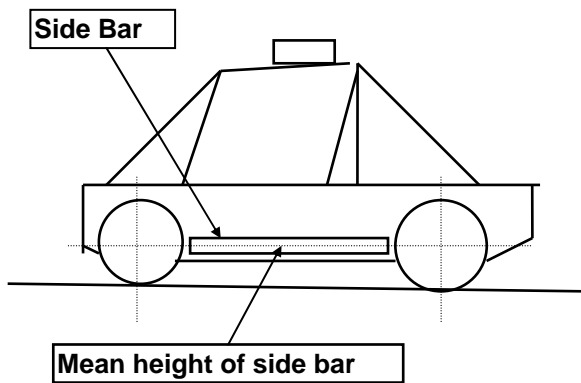
99

FIGURE 29 LIMITS OF CONSTRUCTION



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FIGURE 30 SIDE PROTECTION BAR LOCATION



gij

FIGURE 31a – ENGINE SEALING

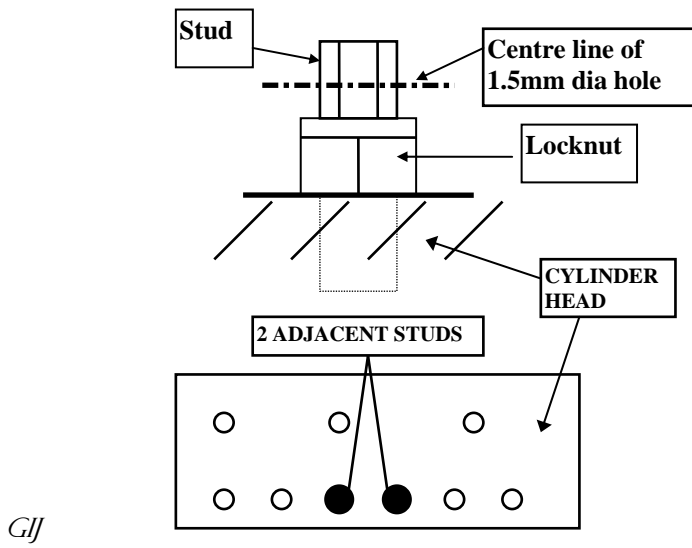


FIGURE 31b – ENGINE SEALING

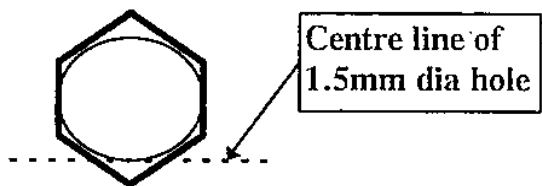
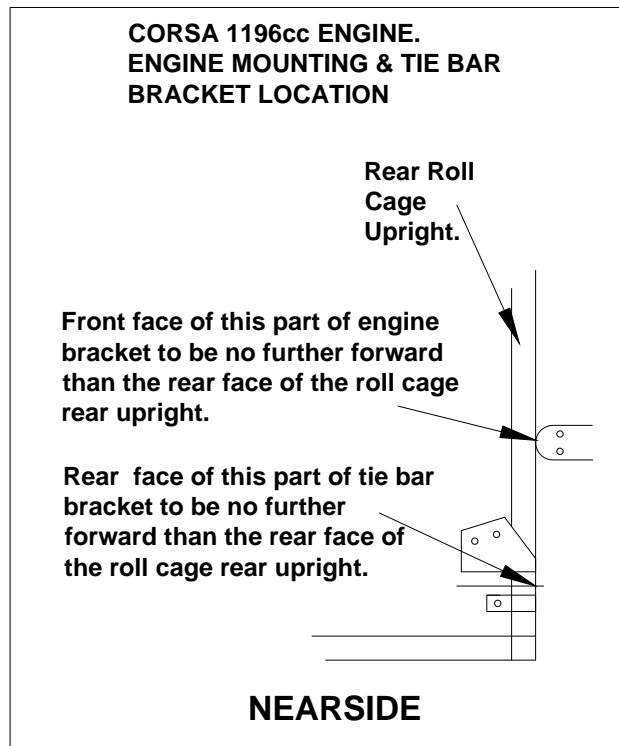
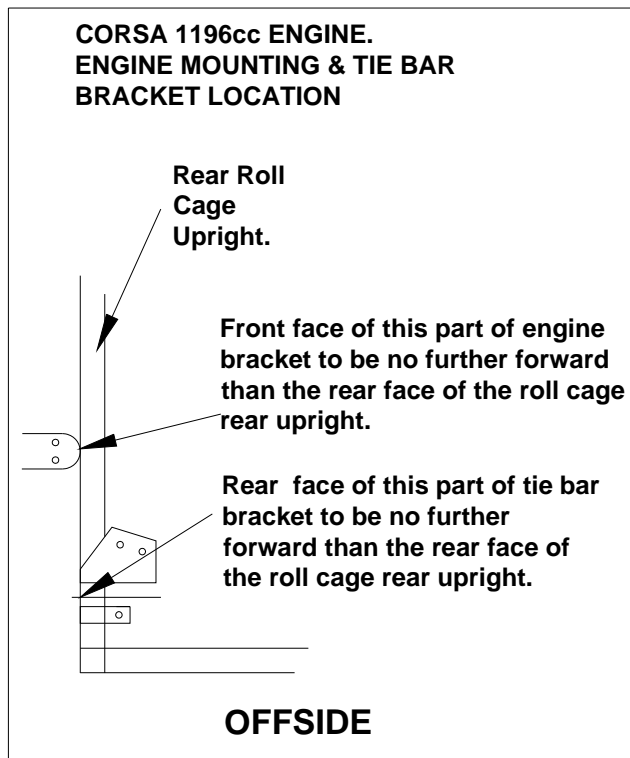


FIGURE 34a



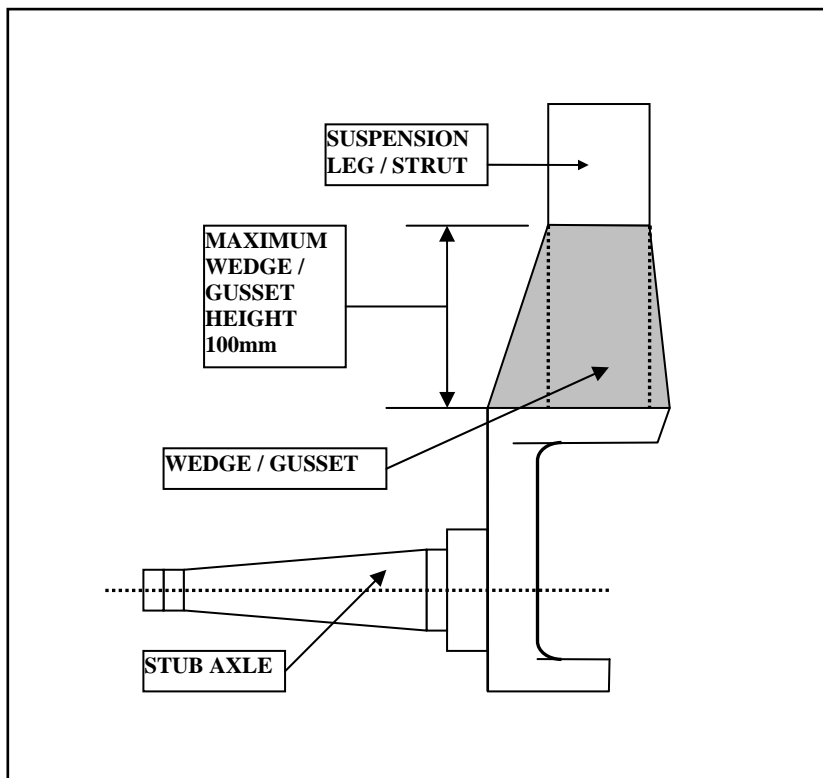
gii

FIGURE 34b



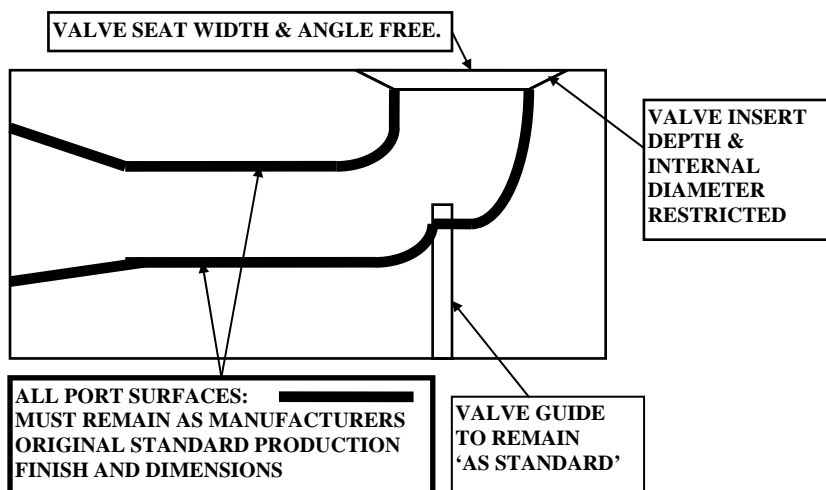
gii

FIGURE 35 SUSPENSION LEG/STRUT "WEDGING"



gii

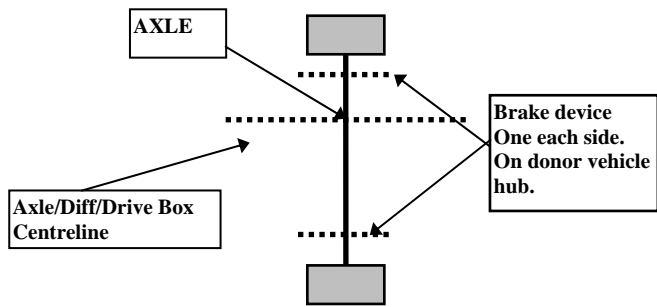
FIGURE 36 CYLINDER HEAD PORTS



The surfaces of the combustion chamber and inlet port must remain as produced by the original vehicle manufacturer. i.e. "Rough as cast"
 Polishing and or Machining and or Grinding and or Reshaping of surfaces is prohibited. Chemical clean only permitted.


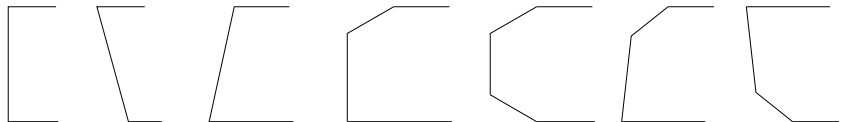
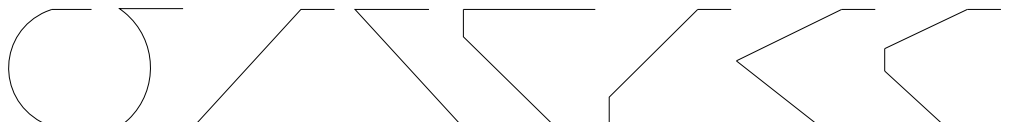
gii

FIGURE 37 – BRAKES



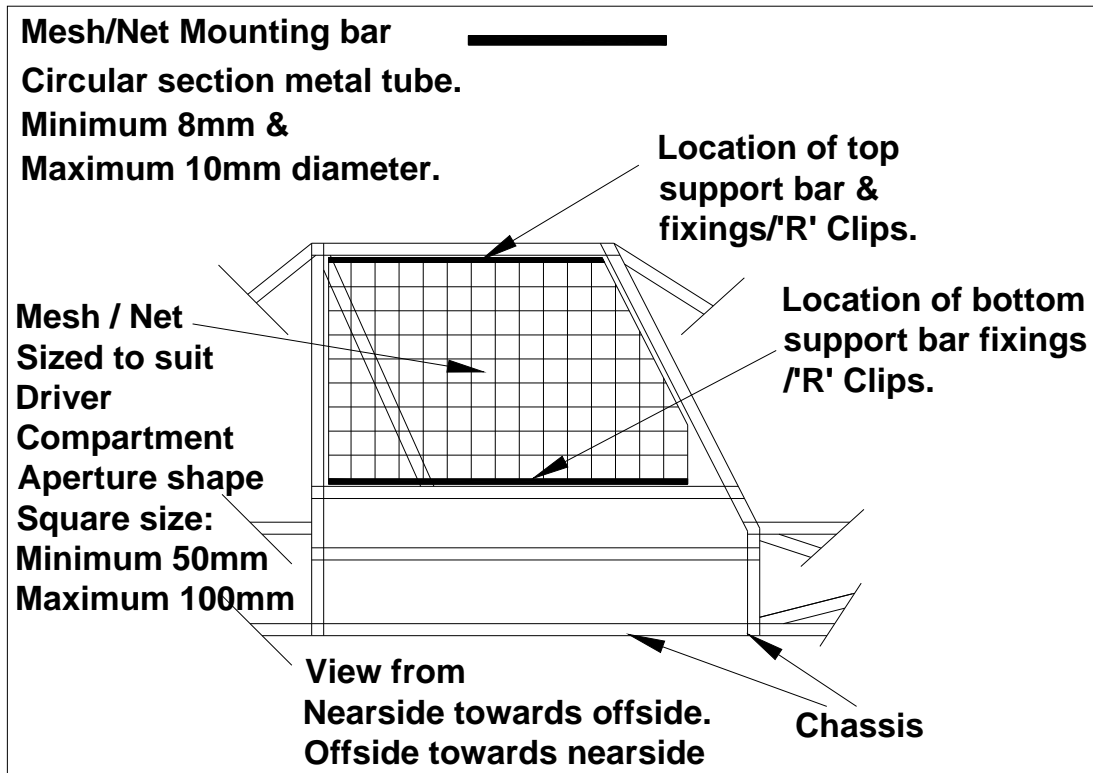
gij

FIGURE 38 SPECIAL FRONT/NOSE CONE - REQUIREMENTS

SPECIAL FRONT	
 <p>15°</p>	<p>Front panel and or chassis and or nose cone must present a straight and flat front. It must be not less than 300mm (12") wide and 208mm (8") high. It must be either vertical or within 15 degrees to the vertical.</p>
 <p style="text-align: center;">PERMITTED = PASS ✓</p>	
 <p style="text-align: center;">NOT PERMITTED = FAIL ✗</p>	

gij

FIGURE 39 DRIVERS COMPARTMENT APERTURE
 WEBBING/NET/MESH REQUIREMENTS. – Both Nearside & Offside.



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SILENCING

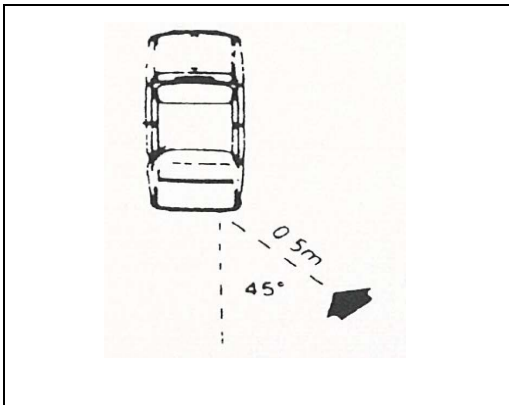
The maximum noise permissible for all vehicles is 102 Db (A).

Sound level meter readings shall be taken at 0.5 of a metre from the exhaust outlet with the microphone of the Noise Meter at 45 degrees to the exhaust axis, and with the car engine running at the appropriate r.p.m. A list of engines/r.p.m's. is available from the scrutineers.

Noise Meter Standards (minimum requirements):

- Type 1 or 2 instrument.
- International Standard IEC 651
- British Standard BS 5969.
- Range 70-120dB(A)
- Time constants Fast/Slow.
- Maximum "Hold" recommended.

NB - Please see Members Book for more detailed information



TABLE

British Standard Wire Gauges

Gauge	Diameter	(mm)
0	0.324	8.23
1	0.300	7.62
2	0.276	7.01
3	0.252	6.41
4	0.232	5.89
5	0.212	5.38
6	0.192	4.87
7	0.176	4.47
8	0.160	4.06
9	0.144	3.65
10	0.128	3.25
11	0.116	2.95
12	0.104	2.64
14	0.080	2.03
16	0.064	1.62
18	0.048	1.22
20	0.036	0.91
22	0.028	0.71

NASA NOISE TEST CHART 2015

CLASS	ENGINE	TEST RPM
1	4 Cyl	4500
2	4 Cyl	4500
3	4 Cyl	5000
	V4 / V6 / V8	4500
	Chevy V8	3500
4	4 Cyl	5000
5	4 Cyl	5000
6	4 Cyl	5000
	V4 / V6 / V8	4500
7	4 Cyl	5000
	M'Bike	8000
	V4 / V6 / V8	4500
	Chevy V8	3500
	Twin M'Bike	8000
	M'Bike V8	8000
8	4 Cyl	5000
	M'Bike	8000
9	4 Cyl	5000
	V4 / V6 / V8	4500
10	4 Cyl	5000
	V4 / V6 / V8	4500
	Chevy V8	3500
	Twin M'Bike	8000
	M'Bike V8	8000

The construction rules in this information sheet are intended for use by Autograss cars taking part in Autograss events as defined by the NATIONAL AUTOGRASS SPORT ASSOCIATION on a natural surface and are not necessarily considered safe for other forms of motor sport.

Drivers are advised that if they intend using their cars at events, other than events as defined by the NATIONAL AUTOGRASS SPORT ASSOCIATION They should ensure that their cars comply with the organiser's construction rules.

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