



**General
Regulations
for
Rallies**
Section 3

version 12

NASA Rally Sport General Regulations for Rallies

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3 TECHNICAL REGULATIONS FOR CARS

3.1 Vehicle Class Rules Overview

As an overview only, the following car classes are briefly described:

- Open AWD Heavy - open class AWD turbo
- Open AWD Light - open class AWD naturally aspirated
- Open 2WD Heavy - open class 2WD turbo and large engine
- Open 2WD Light - open class 2WD naturally aspirated
- Stock Heavy - large displacement turbo AWD stock cars
- Stock Medium - powerful stock cars
- Stock Light - less powerful stock cars
- Group N - homologated FIA cars

3.2 Vehicle Class - Open AWD Heavy and Light

Philosophy: Open class vehicles allow any modification you can dream up to the car, unless you are specifically told you can't do it by a rule within Section 3.

Open AWD Class consists of modified four-wheel drive cars. The class is split into two sub-classes:

1. Open AWD Heavy - four wheel drive with forced induction engines
2. Open AWD Light - four wheel drive with naturally aspirated engines

3.2.1 Definition

1. Any vehicle with a four-wheel drive driveline.
2. Vehicles which do not comply with Open AWD Heavy Class but do comply with FIA regulations for Group A rally cars (including World Rally Cars) are permitted to compete in Open AWD Heavy class, but shall not be eligible to score championship points.

3.2.2 Engine Displacement

Engine displacement after adjustment shall be no greater than 5100 cm³. Adjusted engine displacement is calculated by multiplying the actual displacement by the multipliers listed below:

	Open AWD Heavy	Open AWD Light
Rotary	1.8	1.8
Turbocharged	1.7	Disallowed
Four or more valves per cylinder	1.0	1.2
Three valves per cylinder	1.0	1.1
Two valves per cylinder	1.0	1.0
Pushrod	0.8	0.8
Diesel	0.8	0.8

3.2.3 Authorized Modifications

1. Except for restrictions listed within this class definition, the modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction, provided the vehicle complies with the safety and general regulations.
2. Except for doors and roofs, bolt-on body pieces may be constructed of an alternate material. The A and B pillars must remain original. The original floor pan and firewall

must remain and may be modified only to the extent necessary to accommodate allowed alternate components. Roof mounted, commercially available cooling vents are allowed.

3. Fenders modifications are allowed for the benefit of tire clearance. The tires must be contained in the bodywork when viewed above the car in a 90-degree perpendicular angle to the ground.

3.2.4 Weight

1. The minimum weight limit of the car is determined by the class and adjusted displacement.

Adjusted Displacement in cubic centimeters	Weight Limit, in pounds	
	Open AWD Heavy	Open AWD Light
Up to 1000	2700	1585
over 1000 and up to 1150	2700	1735
over 1150 and up to 1400	2700	1850
over 1400 and up to 1600	2700	2025
over 1600 and up to 2000	2700	2200
over 2000 and up to 2500	2700	2375
over 2500 and up to 3000	2700	2530
over 3000 and up to 3500	2700	2700
over 3500 and up to 4000	2700	2885
over 4000 and up to 4500	2700	3080
over 4500 and up to 5000	2700	3300
over 4000 and up to 5500	2700	3500
over 5500 and up	2700	3700

2. This is the real weight of the car, without fuel, driver, co-driver and their personal equipment.
3. If the weight is disputed during weighing then all the driver and co-driver equipment, including helmets shall be removed.
4. All transit headphones, tools, spare parts, tires and wheels will remain in the car during weighing.
5. Securely fixed ballast may be used to realize the absolute minimum real weight of the car.

3.2.5 Electronic Controls

1. Electronic control of the suspension, steering, braking, and gear change/clutch, front and rear differentials are expressly prohibited.
2. Sequential transmissions are prohibited with the exception of automatic transmissions available as the vehicle is sold from the dealer.

3.3 Vehicle Class - Open 2WD Heavy and Light

Philosophy: Open class vehicles allow any modification you can dream up to the car, unless you are specifically told you can't do it by a rule within Section 3.

Open 2WD Class consists of modified two wheel drive cars. The class is split into two sub-classes:

1. Open 2WD Heavy: two wheel drive with adjusted displacement over 2650 cm³
2. Open 2WD Light: two wheel drive with adjusted displacement equal or less than 2650 cm³

3.3.1 Definition

1. Vehicles must be 2-wheel drive models sold globally in minimum quantities of 1000.
2. Drive configuration must remain as originally manufactured (e.g. front engine, front drive) with the exception that a normally four wheel drive vehicle may be reduced to either front or rear wheel drive as long as stock suspension pickup points are used and the floor pan of the vehicle is not grossly modified for the conversion.

3.3.2 Engine Limitation

	Open 2WD Heavy	Open 2WD Light
Turbochargers	Allowed	Disallowed
NSU Wankel patents (Mazda rotary)	Allowed	Disallowed
Adjusted displacement less than	6000 cm ³	2650 cm ³
Adjusted displacement at least	2650 cm ³	N/A

Adjusted engine displacement is calculated by multiplying the absolute displacement by the multipliers listed below:

	Open 2WD Heavy	Open 2WD Light
Rotary	1.8	Disallowed
Turbocharged/Supercharged	1.7	Disallowed
Four or more valves per cylinder	1.2	1.2
Three valves per cylinder	1.1	1.1
Two valves per cylinder	1.0	1.0
Pushrod	0.8	0.8
Diesel	0.8	0.8

3.3.3 Authorized Modifications

1. Except for restrictions listed within this class definition, the modification, reinforcement, substitution, addition or deletion

of parts and components is permitted without restriction, provided the vehicle complies with the safety and general regulations.

2. Except for doors and roofs, bolt-on body pieces may be constructed of an alternate material. A and B pillars must remain original. The original floor pan and firewall must remain and may be modified only to the extent necessary to accommodate allowed alternate components. Roof mounted, commercially available cooling vents are allowed.
3. Fenders modifications are allowed for the benefit of tire clearance. The tires must be contained in the bodywork when viewed above the car in a 90-degree perpendicular angle to the ground.

3.4 Vehicle Class - Stock Heavy, Medium, and Light

Philosophy: Stock class vehicles allow no modifications at all to the car unless that particular modification is called out in the rules below. If what you want to do is not listed below, it is not legal for stock class.

Stock Class consists of essentially showroom stock cars. The class is split into three sub-classes:

1. Stock Heavy: specific turbocharged AWD cars with superior performance to the typical showroom ready vehicle. The following vehicles are specifically placed in Stock Heavy unless prepared for another class.
 - a. 2004-present US Subaru STI
 - b. 2006 US Subaru WRX
 - c. 2004-2005 Mitsubishi Evo VIII
 - d. 2006-present Mitsubishi Evo IX
 - e. 2009-present Mitsubishi Evo X
 - f. 2004-2006 Volvo S40 T5 AWD
 - g. 2006-present Mazda Speed 6
2. Stock Medium: adjusted displacement over 2650 cm³
3. Stock Light: non-turbocharged, with adjusted displacement equal or less than 2650 cm³

3.4.1 Definition

1. Sedans, station wagons, sports cars and light trucks, available from manufactures listed in National Dealers Association "Car Guide", with limited modifications in order to make them more suitable for competition with respect to safety and reliability only.
2. There must have been a minimum of 1000 units of the specific make and model and of a specific model year commercially available in the United States.

3.4.2 Engine Limitations

	Stock Heavy	Stock Medium	Stock Light
Turbochargers	Allowed	Allowed	Disallowed
Rotary	Does not apply	Allowed	Allowed
Adjusted displacement less than	Unlimited	Unlimited	2650 cm3
Adjusted displacement at least	2650 cm3	2650 cm3	0 cm3

Adjusted engine displacement is calculated by multiplying the absolute displacement by the multipliers listed below:

	Stock Heavy / Medium	Stock Light
Rotary	1.8	1.8
Turbocharged	1.7	Disallowed
Four wheel drive	1.3	1.3
Four or more valves per cylinder	1.2	1.2
Three valves per cylinder	1.1	1.1
Two valves per cylinder	1.0	1.0
Pushrod	0.8	0.8
Diesel	0.8	0.8

3.4.3 Original equipment

1. Original equipment is as defined in Article 3.36.
2. No updating or backdating of cars, models and/or components is permitted.
3. Except where the removal, replacement or modification is authorized under these regulations, all original components and equipment installed by the vehicle's manufacturer shall be present and functioning as specified for the particular bodywork variant.
4. If an optional mechanical component is fitted to a vehicle and that component is only offered by the manufacturer in conjunction with other components, then all such components must be fitted, except where deletion of any of the components is authorized under these regulations.
5. It is the entrant's responsibility to provide manufacturer's documentation such as sales brochures, workshop manuals, service bulletins, etc., where necessary to substantiate the eligibility of the vehicle and its components.

3.4.4 Additional Specifications for Stock Heavy

3.4.4.1 Wheels

1. Gravel: Maximum permitted wheel is 15" x 7"
2. Tarmac: Maximum permitted wheel is 17" x 8"

3.4.4.2 Brakes

Brakes may be replaced with smaller diameter rotors and smaller calipers to facilitate using 15" wheels on gravel events. Homologated brake systems for the specific car are allowed. The number pistons per caliper may not exceed the greatest number standard on any of the listed cars.

3.4.4.3 Minimum weight

Vehicle	Weight in pounds
2004-present US Subaru STi	3298
2006 US Subaru WRX	3192
2004-2005 Mitsubishi Evo VIII	3197
2006-present Mitsubishi Evo IX	3219
2004-2006 Volvo S40 T5 AWD	3230
2006-present Mazda Speed 6	3589

3.4.5 Normal work and repair

Except where authorized in these Regulations, the only work permitted is the normal maintenance or replacement of parts damaged through accident or wear. Except where specifically authorized, all parts must be identical to the original part and repairs must be according to the manufacturer's accepted service instructions.

3.4.6 Authorized Modifications for Stock Classes

All items, which are not specifically allowed or referred to as "free" below, must be of original manufacturer's specification. Minor changes (such as a hole in the fire wall, etc) resulting from authorized modifications are permissible

It is the entrant's responsibility to provide specification documents, where necessary, to substantiate the eligibility of all components, which are added under the following, authorized modifications and might have an influence on performance. The specification documents must demonstrate both function and capability of the component.

1. **Lighting Devices** - Additional lighting is permitted, but must conform to Article 3.22.
2. **Cooling System** - If, for the same vehicle model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are free. A single oil cooler and necessary fittings may be added.
3. **Induction - All Engines** - The elements that control the quantity of fuel fed into the engine may be modified, but not those which control the volume of air. The original air filter (OEM specification) and air filter housing may not

- be modified, however the components upstream of the housing may be moved, modified or removed. All air entering the engine must pass through the air filter.
4. **Induction - Carbureted engines** - The carburetor(s) normally mounted on the recognized model may not be changed or removed.
 5. **Induction - Fuel Injected Engines** - The Fuel injection normally mounted on the recognized model may not be changed or removed. Boost on turbocharged or turbocharged vehicles is unrestricted and a manual boost control and associated hardware is authorized. The electronic control unit and the ignition components in the electronic control unit are free; nevertheless the system must be entirely interchangeable with the original unit. The original wiring loom must be kept and cannot be modified. Sensors and actuators on the input side must be standard, as must their function. No sensor may be added, even for the purpose of data recording. It is prohibited to add a switch in the original wiring loom between the electronic control unit and a sensor and/or actuator.
 6. **Induction - Turbocharging/ Supercharging Systems** - Turbocharger and supercharger units must remain as supplied by the vehicle manufacturer on that model. Intercoolers may in no way be modified, moved or added.
 7. **Exhaust** -The exhaust system is free, except that the stock exhaust manifold(s) must be retained. The pipe(s) must exit behind the driver and external to the body. A functioning catalytic converter must be present in the exhaust system.
 8. **Electrical Equipment** -The original equipment alternator and the battery may be replaced, provided the location remains unchanged, and provided they are commercially available units of equal or larger electrical capacity. The manufacture of the battery and alternator are unrestricted.
 9. **Transmissions** - Any transmission and transmission controls normally installed by the manufacturer in the same model may be used.
 10. **Differentials** - If for the same model different final drive ratios are normally offered and installed by the manufacturer, they may be used. If the original vehicle is fitted with a differential controlled by an electronic system, the electronic control unit is free, but must be entirely interchangeable with the original unit (i.e. the

differential must work when the unit is replaced with the OEM unit). Sensors and actuators on the input side must be standard, as must their function. No sensor may be added, even for the purpose of data recording. The use of "locked" and "limited slip" differential units are allowed.

11. **Shock Absorbers** - Shock absorbers are free, provided that their number, their type (telescopic, arm, etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment location remain unchanged. Shock absorbers attachment points may be reinforced. The damper tanks may be attached onto the unmodified shell of the cars. If the shock absorbers have separate fluid reserves located in the cockpit, or in the truck if this is not separated from the cockpit, these must be strongly fixed and must have a protection. A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function. Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers. If, in order to change the damping element of a McPherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire McPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points. For McPherson suspensions, the shape of the spring seats is free. The material of the spring seats is free.
12. **Suspension** - The reinforcing of the structural parts of the suspension (with the exception of anti-roll bars) and its anchorage points by the addition of material is allowed. Braces of the strut towers are allowed provided no alterations are made to the induction system or air filtration system. The suspension reinforcements must not create hollow sections and must not allow two separate parts to be joined together to form one. The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed). The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual. The length of the coil springs is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats. The length, width, thickness and vertical curvature of the leaf springs are free. The diameter of the torsion bars is free.

Stock anti-roll bars may be removed or replaced. The reinforcing of the structural parts of the suspension (with the exception of anti-roll bars) and its anchorage points by additional material is allowed. The roll cage may be used to brace the vehicle's suspension.

13. **Brakes** - Brake linings are free, as well as their mountings (riveted, bonded, etc.) provided that the contact surface of the brakes is not increased. Protection plates may be removed or bent. In the case of a car fitted with servo-assisted brakes, this device may be disconnected and removed. The anti-lock braking system (ABS) may be disabled and or removed. If the anti-lock braking system (ABS) is disconnected, the use of a mechanical rear-braking distributor (e.g. pressure limiting valve) is authorized. Brake lines may be changed for aviation type lines and rerouted. A device for scraping away the mud, which collects on the brake, discs or the wheels, may be added.
14. **Clutch and Pressure Plate with Flywheel** - The disc is free, including the weight, with the exception of the number. The diameter of the clutch disc may be increased. The flywheel must be made of the same material as offered from the vehicle manufacturer and must meet the manufactures minimum specifications for weight.
15. **Fuel Cells and Fuel Lines** - It is permitted to replace the original fuel tank with an approved fuel cell.
16. **Motor Mounts** - Free provided the stock location is maintained for the mounting for the engine and transmission. The location of the engine and transmission may not be affected.
17. **Engine** - Over boring for the use of oversize pistons is prohibited.
18. **Additional accessories** - All accessories, which have no influence on the car's behavior, for example equipment that improves the aesthetics or comfort of the car interior (lighting, heating, radio, etc.), are allowed without restriction. In no case may these accessories increase the engine power or influence the steering, transmission, brakes, or road holding, even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc. The following are allowed:
 - a. Fasteners and their locking mechanism are free.

- b. Measuring instruments such as speedometers etc. may be installed or replaced, and possibly could have different functions. Such installations must not involve any risk. However, the speedometer may not be removed.
- c. The horn button may be changed and/or an additional one added, within reach of the passenger. The horn is not compulsory on closed venue events.
- d. Additional electrical relays, switches, wiring, fuses and circuit breakers may be installed.
- e. Engine throttle cables may be replaced. The manufacture is free. If the series vehicle is fitted with a motorized throttle valve, a throttle kit with a mechanical linkage may be used.
- f. The steering wheel is free. The locking system of the anti-theft steering lock may be rendered inoperative. Quick release mechanism are allowed.
- g. Additional compartments may be added to the glove compartment.
- h. Additional pockets in the doors provided that they use the original panels.
- i. The luggage compartment may be modified to allow the safe installation of equipment, toolbox, and additional spare wheels.
- j. Cruise Control systems may be rendered inoperative.
- k. Anti-theft systems may be rendered inoperative.
- l. Insulating material may be added to the existing bulkheads to protect the passengers from fire.
- m. Removal of standard radio/stereo systems is permitted
- n. Exterior Bodywork
 - Roof mounted cooling vents are allowed.
 - Hubcaps must be removed.
 - Protective headlight covers may be fitted provided that their only function is to cover the glass and they have no influence on the car's aerodynamics.
 - The fitting of underbody protections is authorized provided that these really are protections which respect the ground clearance, which are removable and which are designed exclusively and specifically in order

- to protect the following parts: engine, radiator, suspension, gearbox, tank, transmission, steering, exhaust, extinguisher bottles.
 - Any locking system may be used for the cap of the petrol tank.
 - The changing of the front and rear windscreen wiper blades is authorized.
 - In case of damage, all transparent parts must be replaced by identical original equipment parts
- o. Interior Bodywork
- The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat.
 - The rear seat may be removed.
 - The dashboard and the central console must remain original except where required for fitting the roll cage.
 - Side, roof, pillar, door and rear moldings may be removed or modified. Interior lighting may be removed or modified
 - It is permitted to replace electric window winders with manual ones.
 - Floor Carpets are free and may thus be removed.
 - The original heating equipment must be retained. The air conditioning system may be removed provided if certain elements are common with the heating system they must be retained. The air conditioning compressor may be removed provided that the only further necessary modification is either removing a drive belt, using a shorter drive belt, or adding a free-spinning idler pulley in place of the compressor.
19. **Chassis** - Seam welding the bodywork is permitted.
20. **Non-durable parts** - All normally non-durable parts (oil filters, air filters, spark plugs, fan belts, etc.) must be replaced with others of equivalent OEM specifications. The heat range of spark plugs is free.
21. **Manufacturer's Specifications** - Any machining for adjustment must meet the manufacturer's specification including those for tolerances.

3.5 Vehicle Class - Group N

These Group N regulations include vehicles in the FIA Group N4, 2 liter 4WD turbocharged, and FIA Super 2000 classes.

3.5.1 Homologation

1. Series production touring cars which comply with the FIA regulations for Group N, and comply with Appendix J, Article 251, 252, 253 and 254, 254A, 255 of the FIA technical regulations and the FIA homologation paper(s) specified on the entry form for that particular vehicle. Compliance with homologation papers shall be determined based on interpretations of those papers in accordance with the FIA standards and regulations.
2. Expiration of FIA Homologation will be extended by four years. Vehicles whose extended homologation deadline has passed will compete in the Stock Heavy class.
3. Homologation Papers: Entrants are required to present originals of correct vehicle homologation papers bearing an original ink stamp of the issuing FIA/ASN at scrutineering to substantiate the eligibility of the vehicle and its components.

3.5.2 Safety Regulations for Homologated Group N4

Safety regulations are as per FIA regulations.

Following are the vehicle rules that are not related to classing. The vehicle rules from this point onward apply to all vehicles.

3.6 Roll Cage / Rollover Protection

See the Roll Cage Appendix.

3.7 Seats

Seats shall be of one-piece construction, and shall be firmly mounted to the floor of the vehicle in such a manner as to prevent the movement of the seat in case of an accident. Aluminum seats (e.g. Butler Built, Kirkey) are banned as of 3/1/05. Use of FIA certified/homologated seats is required.

3.8 Safety Harness

Five, six or seven-point safety harness are required for both members of the crew. It is not permitted to mix parts of seat belts. All harnesses shall be of current FIA or SFI specification.

All SFI certified restraints must be maintained, inspected, and replaced or rewbedded every two years. The two-year period runs from the date of manufacture contained on the label attached to the restraints. **Example: SFI belts punched with 05/2011 expired 00:00:01 on 6/01/2013 (one second after midnight, early morning of the first of June).**

All FIA certified restraints may be used through December 31 of the year of expiration contained on the label attached to the restraints. FIA certified restraints contain the expiration date on the label attached to the restraints, and not the date of manufacture.

3.8.1 Condition

The material of all straps, buckles, and hardware, shall be in new or perfect condition and the system must function perfectly. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight.

3.8.2 Placement

The lap belt and crotch straps should not pass over the sides of the seat but through the seat's provided holes.

3.8.3 Safety Wiring

If the manufacturer provides for safety wiring the locking bale or clasp to prevent accidental unfastening of the belts from their

anchorage points, then it shall be necessary for the all such components to be safety wired.

3.8.4 Hardware

All mounting hardware should be SAE grade 5 or better or metric grade 8.8 or better.

3.8.5 Anchorage - Lap Belts

It is preferable that safety harnesses be installed on the OEM anchorage points of the vehicle. The recommended locations of the anchorage points are shown in drawing 253-42. If necessary a New Anchorage Point meeting 3.8.10 may be constructed.

3.8.6 Anchorage - Crotch Belt(s)

The crotch belt(s) may attach either to the OEM anchorage points for the OEM lap belts or to a New Anchorage Point meeting 3.8.10 installed below the seat.

3.8.7 Anchorage - Shoulder Belts

The preferred mounting of shoulder straps is to the safety roll cage or to a reinforcement bar by means of a loop. New anchorage points may be installed on the shell or the chassis.

3.8.7.1 Shoulder Belts Reinforcement Bar

The transversal reinforcement shall be a tube measuring at least 1.5 inch x .120 inch or 1.6 inch x .095 inch, made from cold drawn seamless carbon steel. It is recommended that the bar be as close as possible to the seats.

3.8.7.2 Shoulder Belt Reinforcement Bar Attachment

The straps may be attached by looping or by bolts. If bolts are used an insert must be welded for each mounting point (see drawings 253-17C and 253-53 for the dimensions). These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts.

3.8.8 Shoulder Belt Placement

The shoulder belt anchorage must be such that the shoulder straps, towards the rear, are directed downwards with an angle of between 10 degrees and 45 degrees to the horizontal from the rim of the backrest, an angle of 10 degrees being recommended. The maximum angles in relation to the centerline of the seat are 20 degrees divergent or convergent. (See diagram 253-42)

3.8.9 New Anchorage Reinforcement

For each new anchorage point created, a steel reinforcement plate with a surface area of at least 16 square inches and a thickness of at least 1/8th inch must be used.

3.8.10 Principles of Mounting to the Chassis/Monocoque

3.8.10.1 General Mounting System

See drawing 253-43.

3.8.10.2 Shoulder Strap Mounting

See drawing 253-44.

3.8.10.3 Crotch Strap Mounting

See drawing 253-45.

3.8.11 Manufacturer Instructions

A safety harness must be used in conformity with the manufacturer's instructions.

3.8.12 Vehicle Eligibility

3.8.12.1 Vehicle Registration

Each vehicle entered in a NASA Rally Sport event must have a current and valid vehicle registration. This requirement may be waived for closed venue events.

3.8.12.2 Street Legality

A valid state-issued registration will be accepted as evidence that the vehicle meets appropriate regulations to operate on a public road. Required equipment should remain in good operation throughout the running of the event. Should the competing vehicle be detained or removed from operation during an event by a law enforcement officer, the competitor may not seek remedy or relief under these Regulations. This requirement may be waived for closed venue events.

3.8.12.3 General Construction

Vehicles eligible for events must be production based four wheeled passenger vehicles generally available for purchase by the general public. To this end, the frame, floor pan, basic body shell, and firewall must remain original but may be modified for strength or to accommodate legal components. Exterior bodywork and pieces must be present and visually similar to the original components. Otherwise non-eligible vehicles may compete at the discretion of NASA Rally Sport. "One-off" vehicles specially built from the ground up for competition use is prohibited.

3.8.13 Vehicle Preparation Regulations

All vehicles not otherwise excepted must at a minimum meet NASA Rally Sport Technical Regulations.

3.8.14 Vehicles Prepared to Technical Regulations of Other Sanctioning Bodies

Any allowances made herein apply only to vehicle passing technical inspection. All rules regarding vehicle registration and insurance still

apply. Vehicle classing will be done according to the rules the event is using.

3.8.14.1 Documentation

Vehicles competing under alternate technical regulations must bring printed copies of those regulations, in their entirety, to the vehicle's technical inspection.

3.8.14.2 Rally America

Any vehicle with a Rally America log book that is currently legal to run under Rally America rules may request to be inspected according to that rule set. If passed, it is legal to compete at a NASA Rally Sport event. NRS rules apply for all safety gear worn by the racer.

3.8.14.3 Canadian Association of Rally Sport (CARS)

Any vehicle with a CARS log book that is currently legal to run under CARS rules may request to be inspected according to that rule set. If passed, it is legal to compete at a NASA Rally Sport event. NRS rules apply for all safety gear worn by the racer.

3.8.14.4 Federation Internationale de L'Automobile (FIA)

Any FIA legal vehicle with homologation papers that is currently legal to run under FIA rules may request to be inspected according to that rule set. If passed, it is legal to compete at a NASA Rally Sport event. NRS rules apply for all safety gear worn by the racer.

3.8.14.5 Federación de Automovilismo Deportivo (FAMD)

Any vehicle with a FMAD log book that is currently legal to run under FAMD rules may request to be inspected according to that rule set. If passed, it is legal to compete at a NASA Rally Sport event. NRS rules apply for all safety gear worn by the racer.

3.8.14.6 SCORE International

Any vehicle with a SCORE cage tag that is currently legal to run under SCORE rules, including having a current SCORE annual inspection, may request to be inspected according to that rule set. If passed, it is legal to compete at a NASA Rally Sport event. NRS rules apply for all safety gear worn by the racer.

3.9 Wheels

1. The wheels are free, regarding the maximum diameter and maximum width unless amended in specific class regulations.
2. The use of wheels with lesser dimensions is permitted.
3. Wheels made from forged magnesium are forbidden (including standard wheels).

4. Wheels attached via bolts may be changed to studs and nuts provided that the number of attachment points and the diameter of the threaded parts remain the same.
5. Air extractors added on the wheels are forbidden.

3.10 Tires

1. Tires are free.
2. The use of any device for maintaining the performance of the tire with an internal pressure equal to or less than the atmospheric pressure is forbidden. The interior of the tire (space between the rim and internal part of the tire) must be filled only with air or nitrogen.
3. The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there and the wheel is not installed in the space reserved for the occupants.

3.10.1 Additional Tire Rules For Tarmac Events

1. A tread pattern depth of 5.5mm (6/32”) must be molded into the tire and at all times during the event, the tread depth of the tires must be not less than 1.6 mm (2/32”) over at least three quarters of the tread pattern.
2. The method of measuring the tread depth shall be averaging two measurements, both taken in the center of the width of the tire, with the measuring points being at the 10 o’clock and 2 o’clock positions.
3. Shaving of tires is permitted. Siping/grooving of tires is permitted. Tires do not need to be homologated.
4. Full racing slick and some “DOT” R-spec road race tires (some examples are Hoosier R3S04, A3S04 & A3S05; Avon Tech R; Kumho ECSTAV710; Hankook Ventus Z214, Goodyear GS-CS Eagle) are disallowed.

3.10.2 Additional Tire Rules for Snow/Ice Events

1. The use of tires with metal or plastic studs is allowed only at designated snow/ice events.
2. The maximum stud length is 5 mm measured from surface of the rubber of the tire.
3. Studs must be installed from the outside of the tire. Studs made of screws or bolts which start inside the tire and protrude through the tire carcass are prohibited.

3.11 Turbocharger/Supercharger Restrictors

3.11.1 Restrictor Sizes

Car Class	Maximum Internal Restrictor Size
Open AWD Heavy	34 mm

Stock Heavy	34 mm
Stock Medium	32 mm
Stock Light	32 mm
Group N	33 mm
All other classes	not required

3.11.2 Restrictor Specifications

1. All turbocharged cars listed as requiring restrictors must be fitted with a restrictor fixed to the compressor housing unless the compressor air inlet internal diameter is equal to or smaller than the required restrictor internal diameter.
2. All air used for feeding the engine must pass through this restrictor.
3. The restrictor must be maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see Appendix B drawing 254-4).
4. The required diameter must be complied with regardless of the temperature conditions.
5. For the installation of the restrictor it is permitted to remove material from the compressor housing and to add material for the sole purpose of attaching the restrictor onto the compressor housing.
6. The restrictor must be made from a single material.
7. The restrictor may be pierced solely for the purpose of mounting and sealing, which if done must be carried out between the mounting screws, between the restrictor (or the restrictor/compressor housing attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see Appendix B drawing 254-4).
8. In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 22.6 mm.
9. Diesel engine: For vehicles with diesel engines, the restrictor must have a maximum internal diameter of 35 mm and an external diameter of 41 mm.
10. Championship Options - A championship may elect to require tighter scrutineering control of the restrictors. If so stated in the championship regulations, the following

rules also apply: The external diameter of the restrictor at its narrowest point must be less than 38 mm, and must be maintained over a distance of 5 mm to each side. The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws have to be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor. Attachment by means of a needle screw is not authorized. The heads of the screws must be pierced so that they can be sealed.

11. Restrictors in Group N cars must meet all Group N regulations.

3.12 Fire Extinguishers

3.12.1 Number

One fire extinguisher with a minimum UL rating of 10 BC or two each with a minimum rating of 5 BC must be installed inside the passenger compartment. During installation, consideration must be given to quick release and security of attachment. One fire extinguisher must be located within easy reach of the Driver or Co-Driver when seated.

3.12.2 Extinguishers

It is recommended that Halon or a similar gas be used. If a dry powder unit is used, the unit should be shaken or rapped sharply at frequent intervals to reduce the chance of the powder compacting.

3.12.3 Maintenance

Evidence must be produced that the fire extinguisher has been purchased or recharged within the preceding two years.

3.13 First Aid Kit

A comprehensive first aid kit shall be carried in the passenger compartment. The first aid kit must include:

1. Antiseptic (ointment or liquid)
2. Gauze pads or rolls
3. Adhesive tape
4. Arm sling
5. Safety pins
6. Scissors
7. 2 "space" blankets
8. First aid manual.

3.14 Safety Triangles

A minimum of three self-supporting, light-reflecting, daylight-visible triangular warning devices shall be carried in the vehicle. One of which must be located within easy reach of the Driver or Co-Driver when seated. The minimum size of the triangle is 14 inches from tip of the triangle to opposing side of the triangle.

3.15 Batteries

3.15.1 Mounting

Batteries must be securely mounted with metal-to-metal mounts.

3.15.2 Housing

If removed from the original location, all batteries shall be mounted inside covered, non-conductive boxes.

3.15.3 Mounting within Passenger Compartment

If mounted inside the passenger compartment, batteries shall be those that are completely sealed or so designed or modified to prevent acid spillage.

3.16 General Circuit Breaker

3.16.1 Recommended Use

It is strongly recommended that a spark-proof general circuit breaker with the capability of disconnecting all electrical circuits shall be mounted in the passenger compartment. (Supplementary wiring may protect the integrity of a computer.)

3.16.2 Location

If a circuit breaker is used, the location of the circuit breaker shall be that which makes it easily operable by either member of the crew or by persons outside the vehicle through either front door.

3.16.3 Labeling

If a circuit breaker is used, the location of the circuit breaker shall be marked with a label showing a red spark in a white-edged blue triangle.

3.16.4 Road Worthiness Items

Each vehicle must be road worthy and have the following equipment in full functional condition:

1. Horn, windshield wipers, windshield washer
2. Inside rearview mirror and side mirror(s)
3. Foot brake and parking brake

3.17 Windows

The front windshield shall be laminated safety glass

All windows and windshields should be presented to scrutineering free from structural damage minus small cracks and chips.

The front windshield must be replaced if it is structurally damaged during the event. Failure to replace broken and or damage windows shall be deemed a safety hazard and shall cause competitor to be declared DNF.

3.18 Window Winders

It is encouraged to replace electric winders with manual ones. In all cases, the competitor must be able to describe to the satisfaction of the event Scrutineer the ability to escape from the car with the doors closed.

3.18.1 Use During Events

Windows in the driver and co-driver doors must be rolled-up during special stages.

3.19 Window Nets

Window safety nets are highly recommended.

All SFI certified window nets must be replaced every two years. The two-year period runs from the date of manufacture contained on the label attached to the window nets.

3.20 Window Films

The use of translucent and colorless anti-shatter films on glass side windows is highly recommended. The use of silvered or tinted films is also authorized provided that the openings in these films allow a person outside the car to see the driver.

3.21 Window Replacement

In classes where it is permissible to replace glass side and rear windows with Lexan, it should 1/8" or greater. However, competitors must be able to display to the satisfaction of the event Scrutineer that the mounting of the substitute windows will allow both emergency escape from inside the car and access by rescue from the outside of the car.

3.22 Lights

1. Headlights may be changed only if they retain the original mounting points and the replacement units are similar in outward shape to the original design.
2. A headlight shall be considered as any lighting device throwing a beam toward the front of the vehicle (dipped-beam, long range lamp, anti-fog lamp).
3. Auxiliary headlights may be fitted, provided the number installed is even or, if odd, that the lights are symmetrically mounted with one light in the center.
4. It must be possible to turn off all high-beam headlights and auxiliary lights with a single switch, which must leave the low-beam headlights functioning.
5. It must not be possible to operate any fog lights fitted without the front marker lights and taillights operating.
6. Auxiliary reversing lights may be fitted. All reversing lights may only switch on by engaging reverse gear.

7. It is not permitted to fit any device that can alter the normal functioning of the brake lights.
8. The mounting of maneuverable searchlight(s) is prohibited.
9. Headlights with high and low beams must be present and functional.
10. Parking lights, taillights, brake lights, front and rear turn signals must be present and functional

3.23 Exhaust System

The maximum permitted noise level from the exhaust system shall be 105 db (A scale) with the engine idling at 2500 RPM, measured from a distance of 18 inches in an area 45 degrees either side from the centerline of the exhaust outlet. The test shall be on level ground and be free from any obstructions.

3.24 Fuel Tanks, Lines and Pumps

3.24.1 Fuel Tank Bulkhead

A fuel-resistant and fire-retardant plate or shield is required between the passenger compartment and the compartment or area in which the fuel tank is located.

For two-volume cars only, this structural partition may be made of transparent, nonflammable plastic. As of January 1, 2007 two-volume cars must have a liquid proof container surrounding the fuel cell and its filler holes. Such a container is recommended for three-volume cars.

3.24.2 Approved Fuel Cells

The original fuel tank may be replaced or supplemented by a fuel cell which is from a manufacture approved by the FIA meeting FT3 1999, FT3.5 and or FT 5 specifications. The fuel cell(s) must be installed in a metal container(s).

The manufacturer, the model, the exact specifications according to which this tank has been manufactured, the homologation number, the date of end of validity, and the series number, must be printed on the fuel cell.

The fuel cell must be properly vented to the outside of the vehicle from the compartment in which it is located.

As of January 1, 2007 all fuel cells may only be placed either in the original location of the tank or in the luggage compartment.

All cars fitted with a fuel cell with filler neck passing through the cockpit must be equipped with a non-return valve homologated by the FIA. This valve, of the type "with one or two flaps", must be

installed in the filler neck on the tank side." The filler neck is defined as being the means used to connect the fuel filler hole of the vehicle to the fuel cell itself.

Should the fuel cell and its filler be located in the luggage compartment, an outlet must be provided for fuel spilled in the compartment.

Where fuel cells are installed in the passenger compartment of vehicles such as "hatchback" variants, Article 3.24.1 above applies if the fuel cell filler is located in the passenger compartment.

The aging of safety tanks entails a considerable reduction in the strength characteristics after approximately five years. No bladder shall be used more than five years after the date of manufacture, unless inspected and recertified by the manufacturer for a period of up to another two years.

3.24.3 Supplemental Fuel Tanks

Supplemental fuel tanks are permitted.

3.24.4 Rerouting of Lines

If fuel lines are re-routed through the passenger compartment, they shall be in compliance with the following: (a) shall incorporate a metallic casing. (If the metallic casing is not exterior to the line, a verifiable sample must be presented at scrutineering.) And (b) shall have a minimum of 200 psi rating and (c) no connectors may be inside the passenger compartment except on the front and rear bulkheads according to drawings 253-1 and 253-2.

If the manufacturer routes fuel lines through the passenger compartment, it is recommended that they be in compliance with this section.

3.24.5 Fuel Pump

When using a fuel cell it is permissible to relocate or replace a fuel pump. All the fuel pumps must only operate when the engine is running, except during the starting process.

3.24.6 Secondary Fuel Pumps

The fitting of a second fuel pump is authorized, but this must be only a spare fuel pump, i.e. it cannot operate in addition to the authorized pump. It must be connectable by means of a purely mechanical device situated beside the pumps.

3.24.7 Fuel Pump Bulkhead

Fuel pumps and filters shall be isolated from the driver/co-driver by a fireproof metal bulkhead.

3.25 Towing Eyes

Towing eyes shall be attached to the front and rear of the vehicle and painted in yellow, red or orange.

3.26 Loose Articles

All articles which could be dangerous if left loose must be securely restrained.

3.27 Door Panels

Inside door panels are required to provide protection from metal edges.

3.28 Tow Rope

All vehicles must carry a tow rope.

3.29 Roofs

Movable metal sunroofs and/or roof panels must be fixed in the closed position. Sunroofs and/or roof panels of any other material must be replaced with metal and must be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.

3.30 Air Bags

Airbags and their associated equipment must be disabled or removed during competition.

3.31 Mud Flaps

Mud flaps are required on all rear wheels and driven wheels.

3.32 Power Door Locks

It is recommended that power door locks be rendered inoperative and replaced with manually operated mechanisms.

3.33 Steering Locking Device

It is recommended that any steering locking device be rendered inoperative.

3.34 Camera and Camera Mounts

Camera mounts and their attachment to the vehicle shall be of a safe and secure design which would prevent either driver from being able to strike any part of the mount. The camera shall be secured at a minimum of two different points and neither attachment may be elastic or plastic. Cameras small enough to be classified “bullet” cameras or “lipstick” cameras are only required to have one attachment point.

3.35 Personal Safety Items for Occupants

3.35.1.1 Helmets

All members of the crews competing in events pursuant to these rules must wear helmets with one of the following ratings:

1. Snell Foundation SA2005, SA2010, SAH2010 or newer

2. British Standard 6658-85 Type A/FR, including all amendments **will be valid for 10 years from the date of manufacture. If no manufacturing date sticker exists, the helmet will be considered expired.**
3. SFI Spec 31.1/2005 or newer
4. FIA Certification of 8860-2004 or newer

3.35.1.2 Suits

All members of the crews competing in stage rally and rally sprint events must wear suits with one of the following ratings:

1. FIA Standard 8856-2000
2. FIA NORME 1986/1986
3. SFI 3-2A/5
4. SFI 3-2A/1 with fire resistant underwear

3.35.1.3 Head and Neck Restraint Devices

Use of a head and neck restraint system or device is mandatory for all car drivers and car navigators. **Acceptable certifications are:**

- SFI 38.1
- FIA 8858-2002
- **FIA 8858-2010**

An FIA sticker supercedes a SFI sticker.

Any system used must be installed, used, and maintained according to the manufacturers directions. The driver is ultimately responsible for the proper installation and use of these devices.

3.36 Definitions

These definitions apply to all of Section 3.

1. **Model** - All vehicles belonging to a production series, distinguishable by a specific conception and general exterior lines of the bodywork and by the identical method of transmitting the engine power to the drive wheels. Supercharged/turbocharged vehicles will be considered as different models than normally aspirated versions of the same car. The terms turbocharged and turbocharged will be used interchangeably within this document.
2. **Model variant** - A model may exist in several variants as to bodywork (i.e.: 2 door sedan, 4 door sedan, coupe, station wagon etc.) or with regard to mechanical components.
3. **Interior bodywork** - cockpit and trunk
4. **Exterior bodywork** - All the entirely suspended parts of the car licked by the air stream.
5. **Chassis** - The overall structure of the car around which are assembled the mechanical components and the

bodywork including any structural part of the said structure.

6. **Original equipment** - All items of standard or optional equipment that could have been ordered with the particular bodywork variant of the car, installed on the factory production line, and delivered through a dealer in the United States or, for group N, as provided for in the homologation papers for the vehicle. Dealer installed options, except as required by the manufacture directive (no matter how common), are not included in this definition.
7. **Automatic Transmission** - This is made up of a hydrodynamic torque converter, a box with epicyclical gears equipped with clutches and multi-disc brakes and having a fixed number of reduction gears, and a gear change control. The gear change can be achieved automatically without disconnecting the engine and gearbox, and thus without interrupting the engine torque transmission. Gearboxes with continually variable transmission are considered as automatic gearboxes.
8. **Commercially Available** - This shall be interpreted as meaning that the general public is able to obtain a price and reasonable delivery date for the specific make and model.