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## Introduction

These rules will be absolute until changes have been passed by the Stock Hatch Steering Committee. It is envisaged that rule changes will only take place at the end of a racing season and will be available in good time for winter build projects.

These Rules and Regulations have been drawn up from the original Stock Hatch rules taking into account any input from drivers and scrutineers, so as to give every Stock Hatch driver within NASA an equal chance wherever they may race at and whoever they may race against.

Any Stock Hatch car not complying with these Rules and Regulations will race in its standard NASA class. Drivers will be expected to maintain cars in a tidy and presentable condition. Cars arriving at Scrutineering with obvious body damage will be turned away.

It is accepted that these rules may need amending or defining, however it should be noted that the principal of no modification remains absolute. Drivers are welcome to ask the Stock Hatch Steering Committee for a change or definition of the rules. Details of any such changes or definitions will be made available to all Stock Hatch drivers.

Any car attempting to defeat the spirit of the Class will be deemed illegal. If you are in any doubt at all, please ask first.. we would rather spend a few minutes on the phone than have to fail you.

“SHSC” refers to the Stock Hatch Steering Committee.

**New or amended rules will be in bold.**

## Class Specification

- 1) Cars must be front wheel drive, hatchback vehicles with the engine capacity between 1131 and 1600cc with only two valves per cylinder
- 2) All cars must comply, in every way, with a NASA class. Nominally Class Six, but Five is possible. NOTE: check Class rules carefully or ask for advice, some cars cannot run in NASA Classes. Unless a car fits in a NASA Class it cannot be licensed, this is beyond the control of the Stock Hatch Steering Committee.
- 3) Minis and their derivatives are not permitted. 106 Rally spec and Nova Sport spec are not permitted. Metros may be used.
- 4) Definition of standard: A mass-produced vehicle, or parts thereof, which has been available for general sale through the manufacturer or importer's entire dealer network in the United Kingdom. Any vehicle, which may be considered as a “homologation special” is excluded. Engine, drive train or body parts sold or intended for competition use are not permitted with the exception of springs, shock absorbers, arches and side skirts as stated in these Rules.

### Same Make / Model

- 1) You are permitted to use any component from the same manufacturer of the vehicle you are using. For example, any Vauxhall component may be used in any Vauxhall shell. No modifications are permitted to allow the fitting of any of these components. This does not apply to the engine / gearbox / ECU.

### Sealing

- 1) **The Engine and ECU must be sealed either before the first Championship Race (e.g. UKAC / BAS), or before two race meetings are completed, whichever occurs first. Gearbox sealing is not compulsory under this ruling, however is compulsory at the request of any SHSC member or League Official.** Please contact the SHSC if you have any problems in getting your car sealed.
- 2) All engines and ECUs must be drilled and be ready to be sealed when presented to a member of the SHSC or league official for sealing. Provision has to be made for the rocker cover, cylinder head and ECU sealing. If you are unsure where to drill your engine, please ask.

### Engine / Gearbox

- 1) Engine and gearbox must remain "as produced".
- 2) Engine and gearbox must be fitted in the original position.
- 3) Engines are to be used in their entirety - no mixing of components from different types / sizes of engines.
- 4) Any engine or gearbox may be fitted to any body shell provided that they are of the same make. For example, an Astra or Nova may only use Vauxhall components; an Escort or Fiesta may only have Ford components.
- 5) Engines intended for rear wheel drive cars are not permitted.
- 6) Minor modifications to engine or gearbox mountings only are permitted to facilitate engine swaps. Engine and / or gearbox must have original rubber mountings if original placement was rubber mounted. Solid mountings are prohibited.
- 7) The only machining allowed on engines is for STANDARD overhaul only unless otherwise stated within these rules - no lightening or balancing etc.
- 8) Boring out +20thou is permitted, even if this increases the capacity beyond the Class requirements.
- 9) Linear boring - you are not permitted to re-sleeve blocks.
- 10) Decking of blocks is prohibited.
- 11) Three angle valve seats are permitted, there must be no machining of the throats.

- 12) Minimum head thicknesses are available on the technical data sheets for your engine. For example, Haynes Manual, Palgrave sheets, Manufacturer website etc. NOTE: ensure that you are using an official website or a published supplier of this data.
- 13) Engine must retain all original pulleys. For example, crack shaft pulley.
- 14) Alternator may be removed.
- 15) Radiator must be standard to your vehicle and / or mass produced whilst fitting with minimal modifications. No purpose made, non mass production, sports derived or excessive modification for fitting is permitted.
- 16) Sump guards are prohibited.
- 17) Air filter and housing is free.
- 18) Non-injection engines: carburettor, air filter and housing free providing the carburettor fits directly onto the standard manifold without any adapters or modifications to either the carburettor or manifold.
- 19) Fuel injection is allowed provided it is standard on the engine used. Fuel injection engines must remain injected.
- 20) Non-standard fuel pressure regulators are prohibited.
- 21) Original fuel injection systems for the engine must be used, including management / control equipment.
- 22) Forced induction is prohibited. For example, turbo / superchargers etc.
- 23) Twin Carburettor fuel systems; standard production or not are prohibited.
- 24) ECU is to be mounted in an easily accessible position to allow for checking, sealing and replacing. ECU may be subject to random checks and temporarily replaced by Club or alternative ECU if required by the scrutineers.
- 25) The ECU is to be identified to the car by the marking of the Club number on them.
- 26) Locked or limited slip differentials are prohibited. Cars will be subjected to spot checks after races and any tight (3ld-ft max) differentials will be deemed against the spirit of the Class and therefore illegal.
- 27) 1.4L camshaft kits are prohibited.
- 28) The gearbox must fit directly on to the engine without any modification to either the engine or gearbox.
- 29) A flywheel shield MUST be fitted.
- 30) Gearbox internals must not be interchanged, but like for like exchange is acceptable. No mixing of components is permitted.
- 31) No automatic / semi automatic or any form of automatic derivative components may be used within the gearbox or gear selector.

- 32) The gear linkage must remain as standard. Adjustable gear linkages are permitted provided they are to the same specification as the adjustable linkages sold by the engine manufacturer and not motorsport derived. Pinned type linkages are prohibited.
- 33) The removal of distributor weights is prohibited.

#### Exhaust

- 1) Inlet and exhaust manifolds must be standard for the engine used. Modifications to manifolds is prohibited.
- 2) Four branch manifolds are not permitted.
- 3) Exhaust system beyond the manifold is free.
- 4) Exhaust must be external to the vehicle shell.
- 5) Exhaust must exit from the rear of the vehicle. The rear of the vehicle is defined as to the rear of the "B" pillar.
- 6) Heat wrap on the exhaust may be used, but is only permitted beyond the manifold.

#### Suspension

- 1) Suspension system and mounting must be standard.
- 2) Springs may be fitted from any car with the same model range. For example, any Nova springs on any Nova, any Peugeot 205 springs on any 205 etc.
- 3) No excessive lowering of suspension, a maximum of 60mm movement per unit / spring permitted.
- 4) Shock absorbers are free.
- 5) Mounting must be standard. For example, no polybush or rose joints.
- 6) Up rated shock absorbers must fit on original mountings without modification.
- 7) Adjustable spring platforms are not permitted.
- 8) Welded coilovers are not permitted.
- 9) Welding / gusseting / plating suspension components is prohibited.
- 10) Upper and lower strut braces may be used but must be bolt on and off the vehicle and none adjustable.

- 11) Suspension with 22mm piston maximum that can be brought over over the counter at a standard car parts supplier; motorsport suspension or motorsport derived suspension is prohibited. Monotube style, stand-alone canister systems and air suspension are prohibited. Single adjustable suspension is permitted.

### Wheels / Tyres

- 1) The amount of camber per wheel may only be within the technical data figures for your make of vehicle.
- 2) Wheels and tyres are free but must comply with the NASA Class rules.
- 3) Wheels must be of the same diameter and profile on the same axle but can vary from front to rear.
- 4) Wheel spacers are permitted, but must be a maximum of 2" / 50mm and both sides must be equal in size.
- 5) Beadlocks are not permitted.

### Brakes

- 1) Braking system to be standard.
- 2) The original vehicle hand brake or parking brake including the cable and its components may be removed or retained. If retained, the hand brake or parking brake and components must remain as original. The conversion of a cable system to hydraulic is prohibited.
- 3) Braided break hoses are not permitted.

### Steering

- 1) The position of the steering column may be changed only for safety reasons i.e. where nothing else can be done to avoid it. Movement of the steering column should only be considered if there is no way that your roll cage can be made to fit around it without any modification.

### Chassis / Body Shell

- 1) Body shells must retain their original silhouette. For example, no scoops, bonnet bulges, spoilers etc unless standard.
- 2) Front and rear bumpers must be fitted. If not original, they must be of a similar size and design.
- 3) **Original bumper mounts may be used, additional front and rear mounts will consist of not more than four 8mm bolts. Cable ties may be used for supporting damaged bumpers.**

- 4) ***New for 2021:*** The wheel arches may be cut to a maximum of 50mm from the original silhouette. Arches are permitted to be folded out to a maximum of 15mm. If an extension to the wheel arch is required, this must be of the same specification material as the original wheel arch and sharp edges must be smoothed before racing. Weld beads, trailer arches, gusseting and sill extensions are prohibited.
- 5) Skinning of doors is permitted. On four door cars, only the front doors may be skinned.
- 6) With the exception of door skinning, no other modification to the shell is permitted other than the filling of lighting apertures etc.
- 7) The entire floor, roof and bulkheads must remain as manufactured.
- 8) In the case of a fly by wire throttle system change, minimal local modification is permitted to accommodate the accompanying pedal box. The fly by wire throttle and pedal box must come from the same make as the donor car of the fly by wire.
- 9) **No modifications are permitted to the subframe. A subframe from the same vehicle manufacturer but a different model may be used providing that no modification to that subframe is required for either installation and / or use.**

#### Rollcage

- 1) **For the 2020 season, all Stock Hatch vehicles must conform to the 2020 Class Two Rollcage rules.**

**AUTOGRASS**