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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) All cars should have engines and ECUs sealed for the start of the season. Please contact the SHSC if you have any problems in getting your car sealed.
- 2) All engines must be drilled and be ready to be sealed when presented to a member of the SHSC for sealing. Provision has to be made for the rocker cover, cylinder head and ECU sealing. Anyone who has not drilled their engine will still be able to race, but NOT be eligible for any points. If you are unsure where to drill your engine, please ask.
- 3) In order to compete in either the Stock Hatch Nationals or Tour Series, you must have your Engine and ECU sealed BEFORE the first Stock Hatch Class race of the event.

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. No adjustable gear linkages are permitted.
- 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) **New for 2019: The Damper Rod is to be of a maximum diameter of 22mm and must be single adjustable. Mono-tube units are prohibited and no large tube billy or stand-alone canisters are 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 ie 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) Cutting or widening of wheel arches is allowed as is the fitting of arches and side skirts in accordance with NASA rules.
- 4) Skinning of doors is permitted. On four door cars, only the front doors may be skinned.
- 5) With the exception of door skinning, no other modification to the shell is permitted other than the filling of lighting apertures etc.
- 6) The entire floor, roof and bulkheads must remain as manufactured.

- 7) 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.

Disciplinary

- 1) It is recognised that incidents giving rise to potential disciplinary proceedings may be reported in a number of ways, including reports from the Stock Hatch Steering Committee or from NASA Officials. Complaints from individual members or members of the public should be submitted in writing to the Secretary. Such individual complaints will be investigated, but if it is found that the complaint was frivolous or malicious in nature, action may be taken against the person making the complaint. NASA will take no action arising from anonymous communications; neither are the Stock Hatch Steering Committee expected to do so.
- 2) Only the NASA Board of Directors, at a disciplinary hearing, can remove a members' licence to prevent nationwide racing. Clubs; Leagues and the Stock Hatch Steering Committee have the ability to impose a local ban regarding attending their specific meetings.
- 3) If a complaint or allegation is received by the NASA Board of Directors that indicates that there may be grounds for disciplinary action, the Board will act as follows:
 - a) One or more Directors will carry out an initial investigation to ascertain whether there is sufficient evidence of a disciplinary offence to justify formal proceedings, and will report findings to the Board. 10
 - b) The Director(s) carrying out this investigation will have the discretion to withdraw the accused person's licence or place other restrictions on the accused person while the investigation is in progress.
 - c) If, on completion of the initial investigation it is considered by the Board that there are insufficient grounds for formal disciplinary action, all parties concerned will be notified in writing.
 - d) If the Board considers that formal disciplinary action is required, the case will; by default, be referred for action to the Club or League within whose jurisdiction the alleged offence took place, and that Club or League will be expected to carry out disciplinary proceedings in accordance with 5) below.
 - e) If it is considered that the alleged offence is not appropriate to be dealt with by a Club or League, the case will be dealt with by the Board in accordance with 6) below.
- 4) If a senior NASA Official witnesses an act of actual violence or a serious threat of violence or severe and aggressive abuse at a race meeting, or is satisfied that such an act has taken place, then any of these specific officials may immediately suspend the licence of the offender(s). They will subsequently report the facts of the incident to the NASA Secretary for a formal investigation to begin in accordance with 1.6 below.

- 5) Disciplinary proceedings to be followed by Clubs and Leagues and Stock Hatch Steering Committee: The NASA Board will support Clubs and Leagues in their attempts to enforce a reasonable level of conduct and discipline at their race meetings. However it is unable to do this and for them to be able to extend, with fairness, local penalties into Nationwide penalties then Clubs; Leagues and the Stock Hatch Steering Committee must follow a correct procedure.
- b) Clubs; Leagues and the Stock Hatch Steering Committee must follow procedures laid down in their internal rules, constitution or by-laws.
 - c) Notwithstanding (b) above, any disciplinary proceedings must comply with the following guidelines:
 - i) Do not allow anybody to sit on a disciplinary committee who has a vested interest or may be biased for any reason.
 - ii) Be clear about the nature of the complaint against the accused person.
 - iii) Have the facts written down correctly and accurately.
 - iv) Obtain witness statements to support the allegations.
 - v) Invite a written statement from the accused person, and from any witnesses identified by the accused person.
 - vi) Conduct a formal disciplinary hearing as soon as possible after the incident. The accused person and / or their chosen representative should have the right to attend this hearing.
 - vii) Where penalties are imposed at a local level, they should be consistent with the National "Disciplinary Tariffs" outlined within the members handbook.
 - viii) The decision of the hearing should be communicated clearly in writing to the accused person.
 - ix) The accused person has the right to appeal against the decision and should be allowed 14 days to do so.
 - x) If they appeal, consider their fresh argument with an open mind. It is recommended that appeals should be heard by a different panel to the original hearing.
 - d) The Club; League or Stock Hatch Steering Committee, having followed this procedure request additional action from NASA. They have seven days after the expiry of the initial appeal period to notify NASA of this request. The request for further action is to be in writing, supported by copies of all relevant documentation, and sent to the NASA Secretary.
- 6) Approved Championships / Series' will have the right to implement their own disciplinary procedures. In this case:
- a) The jurisdiction of the Championship / Series will only extend to dealing with the disciplinary offences that have taken place at events forming part of that Championships / Series or peripheral activities organised by the Championship / Series.

- b) The disciplinary procedures of the Championship / Series must be documented in the Championship / Series Regulations and will apply to all competitors who, by entry in to an event forming part of that Championship / Series, will be deemed to have signed their agreement to these regulations.
 - c) These procedures will be expected to follow the guidelines laid down for the Clubs and Leagues to follow.
 - d) Any penalties imposed by the Championship / Series will be enforceable at events forming part of that Championship / Series and may be extended to other events specified in the Championship / Series Regulations.
 - e) The Championship / Series will have the same rights as a Club or League to refer series disciplinary cases to the NASA Board for consideration of further action.
- 7) It is entirely up to the local League / Club and /or NASA whether a person may continue to race, officiate or attend events in any capacity, while a disciplinary hearing is awaited or an appeal is taking place.

