The most up-to-date version of this document is available on the web, at
www.nasaproracing.com/rules.html

Nov 2003 ver 3.5

Honda Challenge
National Rules

Official Rules
Rules Subject To Change

2003 Rules and Classifications

1. Introduction

The Honda Challenge was created to meet the needs of Honda owners looking for a series specifically tailored to accommodate vehicles that are modified to a degree which would be found illegal in other import series yet provide a set of rules that would still accommodate existing Honda race cars and provide a showcase to unify the field. The following rules are not guidelines for this class but an actual listing of allowed and required modifications. These rules and addendums (if any) specify the only modifications allowed. *If these rules do not expressly state a modification is allowed, it is prohibited.* No item, which is allowed, shall also perform a prohibited function. Occasionally, rules may be generically specified which are not legal for some cars. Refer to specific models for restrictions. Some equipment may be required to support the sponsors that have contributed to the year end points fund. *The driver is responsible for vehicle legality.*

2. Intent

The Honda Challenge will encourage competitors to create an aftermarket-sourced configuration that will make their car perform at an optimum level. The intent of the rules is to allow competitors to use a combination of parts that will increase the performance, competitiveness and look of the vehicle. It is the intent of the series to serve as a "showcase" for aftermarket tuners and manufacturers and create tremendous exposure for their products and services while providing a friendly, accommodating, and challenging environment for the series drivers. The series is designed to keep costs in control by allowing limited suspension, brake, engine, and body modifications.

3. Sanctioning Body

The Honda Challenge will be supported and sanctioned by the National Auto Sport Association (NASA). All race events will be governed by the rules set forth by the Honda Challenge Series Directors and NASA officials. All competitors agree to abide by the rules set forth in the NASA's Club Codes and Regulations (NASA CCR) and any supplemental rules issued by the Honda Challenge Series Directors.

4. Safety

4.1 Safety Requirements

All safety requirements will follow NASA standards as detailed in the NASA CCR. Where the Honda Challenge Series Rules and the NASA CCR's differ, the Honda Challenge Series Rules will supercede the NASA CCR. All vehicles and competitors must be outfitted with proper NASA CCR-compliant safety gear including, but not limited to: legal roll cages, fire suppression device, harnesses, window nets, safety switches, and proper driver attire. The NASA CCR is available for free online at www.nasaproracing.com under "rules."

4.2 Class Safety

The NASA Chief Scrutineer or Honda Challenge Directors may exclude any car from competition for any items that the Directors or Scrutineer deems to be unsafe. The Event Director may also exclude any car for modifications the Event Director deems to be illegal or unsafe.

4.3 Steering Wheel Lock

Steering wheel locks must be disabled for competition.

4.4 Air Bags

All cars equipped with air bags must either have the systems disabled or removed.

Deleted: may remain intact, but it is highly recommended that the steering wheel lock be removed.¶

Deleted: Only a Honda Challenge Series Director can make an exception to this rule. ¶

4.5 Sunroofs/Moonroofs

a) Sunroofs or Moonroofs made of glass must be either:

1) removed from the vehicle during competition; or (in this case arm restraints required)

2) replaced by an acceptable covering such as sheet metal, aluminum, or composite (i.e lexan, carbon fiber) that is securely attached to the vehicle covering the opening.

3) Covered with tape on both sides of glass

b) Metal sunroofs may be retained if additional fasteners are used to secure them to the vehicle.

4.6 Masterswitch

The installation of an electrical cutoff (Master Switch) is required and the switch must conform to the specifications set forth in the NASA CCR.

4.7 Fuel Safety Cell

The installation of a fuel safety cell is not required but is highly recommended. If a fuel cell is installed, it must be installed in accordance with the rules set forth in the NASA CCR.

4.8 Fire Extinguisher/Fire System

All cars must have a NASA CCR-compliant fire extinguisher installed in a manner that meets the requirements of the NASA CCR. The installation of an onboard fire system meeting the NASA CCR is not required but is strongly recommended.

4.9 Roll Cage

All cage requirements found in the NASA CCR must be met except for the following: 1) Any number of mounting points may be used. 2) Any number of tubes may be used, even for chassis stiffening. 3) Any size mounting plate may be used but must conform to material and minimum specification in NASA CCR. 4) Two (2) forward cage braces per side (total of four) may pass through the firewall and connect at no more than two points in the engine compartment (i.e. strut tower or frame). 5) Tubes may be welded at any contact point, or even be "seam welded." If modification number 4 or 5 above is utilized, an additional 30lb weight penalty will apply. Any tubes that are added shall be inspected for safety reasons. Any tube deemed to be a hazard to the driver must be removed.

4.10 Door Safety Bars

In addition to meeting all the NASA CCR specifications for the roll cage, Honda Challenge Series cars must also meet the following additional specifications. At least one door bar must be used on both the driver and passenger sides. The drivers side window glass, window operating mechanism, inner door panel, and interior door latch assemblies may be removed, but the OEM side impact beam may not be removed or modified unless NASCAR-style bars (as defined in CCR) which extend to the outer door skin are added to the roll cage. It is highly recommend using a NASCAR style door bar for adequate side impact protection. Passenger side window glass, window operating mechanism, inner door panel, and interior door latch assemblies may be removed, but the OEM side impact beam may not be removed unless 2 bars are utilized in the cage design (i.e. 2 horizontal bars or X design).

4.11 Door Glass

Driver and passenger side door glass must be removed or covered with a protective panel (stock is permitted).

5.0 Classes

H1

NSX (all)

S2000 (all)

Hybrids (See Hybrid rules for limitations)

All other vehicles under 2.4 liters displacement not otherwise classified.

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H2

93-Present Prelude, limited to the following:

1) 93-96 Prelude VTEC
2) 97-current Prelude, all
Integra Type R
RSX Type S (2.0L i-VTEC)

H3
Prelude (92-96, S, Si, and Si-4WS)
Integra GS-R (all)
Civic Si 99-00 and 02-present
Del Sol VTEC (1.6L B-series engine)
RSX (Not Otherwise Classified)

Deleted: Accord (4 cylinder models, 1990 to present)

H4
88-91 Civic, CRX Si (1.6L)
92-present Civic (all 1.6L Not Otherwise Classified)
Accord (4 cylinder models, 1990 to present)
Del Sol (S, Si)
Integra (All 1.8L non VTEC)
Prelude (all pre '92)

H5
All Civic/CRX (Not Otherwise Classified)
1989 and previous Accord (all)
86-89 Integra (1.6 liter)

6.0 Minimum Weights
Minimum vehicle weights for 2004 are the result of research based on the weights of Honda Challenge legal racecars. Potential power – to – weight ratio largely determines the minimum weight for any given vehicle. Other factors include brakes, torque, and wheelbase. Vehicle weights will be taken post qualifying or race, with driver.
Note: Since this is a new series vehicle weights may be adjusted to equalize fairness in class. Notice will be given no less than 10 days prior to an event.

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6.1 Vehicle Minimum Weights
Up to 150lb of ballast may be added to the vehicle. Such ballast must meet NASA CCR and can only be installed in the passenger footwell area between the firewall and rear most factory seat mounting holes for the front seat. (Ballast shall be defined as an item serving no other purpose other than adding weight)

H1
NSX: 2800 lbs
S2000: 2600 lbs
Hybrids:
Hybrids with motor codes other than "D" (single cam) or "K": 2200 lbsHybrids with "D" (single cam): 2000 lbs
Hybrids with "K" series motor: 2350 lbs

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H2
93-96 Prelude VTEC: 2725 lbs
97-current Prelude (all): 2800 lbs
Integra Type R: 2575 lbs
RSX Type S – 2750

H3
Prelude (92-96, S, Si, and Si-4WS): 2625 lbs

Integra GS-R (all): 2575 lbs
Del Sol VTEC (1.6L B-Series engine): 2475 lbs
99-00 Civic Si: 2475 lbs

H4
88-91 Civic, CRX Si: 2175 lbs
92-95 Civic (EX and Si, 1.6L): 2305lbs
Integra (94-01 1.8Lnon-VTEC): 2525 lbs
Integra (90-93 1.8L non-VTEC): 2480 lbs
Accord (90-97 2.2L LX/DX): 2600 lbs
Del Sol (96-97 S/Si): 2305

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H5
CRX/Civic Si – 2000lbs
Accord Lxi – 2500lbs
Integra – 2500 lbs
88-91 CRX DX – 2175lbs
92-97 Civic DX – 2400lbs

7.0 Non Conforming Vehicles

7.1 Vehicles modified beyond limits
Vehicles prepared beyond Honda Challenge, which can show evidence of prior competition usage in a recognized sanctioning body, (Grand Am, SCCA, etc) may compete in the Honda Challenge but will be "bumped" up one classification and then evaluated. Drivers must present a valid logbook for the vehicle before competition. Example: A Grand Am “Sport Touring” Integra GS-R with bigger brakes, and remote reservoir shocks, (or any combination thereof) would be bumped up from H3 to H2. However, the minimum weight would still follow the Honda Challenge weights listed for that vehicle. Drivers of such vehicles must declare modifications, which would make them illegal for a specific class before racing.

7.2 SCCA “Production” Vehicles
SCCA Production prepared and classed vehicles are eligible to accumulate championship points in the Honda Challenge for a maximum of 3 weekends. Once prepared to HC rules, the car may retain the previously accumulated points, and add the additional 'legal' race points to the total. All Production cars must conform to the class rules and minimum weights per the SCCA rulebook (“production” legal tires are allowed). All drivers must present a current, valid logbook for these vehicles.

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a) SCCA “Production” class vehicles eligible for Honda Challenge
1) F Production: Eligible for H1
2) G Production: Eligible for H2
3) H Production: Eligible for H3

7.3 SCCA “Showroom Stock” Vehicles
SCCA "Showroom Stock" legal vehicles are eligible to accumulate championship points in the Honda Challenge for a maximum of 3 weekends. Once prepared to HC rules, the car may retain the previously accumulated points, and add the additional 'legal' race points to the total. All Showroom Stock cars must conform to the class rules and minimum weights per the SCCA rulebook. All drivers must present a current, valid logbook for these vehicles.

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a) Showroom Stock Vehicles Eligible for Honda Challenge
1) SSB: Eligible for H4
2) SSC: Eligible for H5

8.0 Vehicles Not Currently Classified
Drivers wishing to compete in a vehicle that is not currently classified must submit a written request to the Honda Challenge Directors describing the vehicle and its specific modifications for which they wish to have classed. These requests should be postmarked no less than 30 days before the date of a race the driver wishes

to enter. Send such requests to the following address:

Please contact the Honda Challenge series leader in your region.

Deleted: HC Car Classification Requests¶
c/o Karl Shultz¶
4133 Livingstone Place¶
Durham, NC 27707¶

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9.0 Allowed Modifications

9.1 Engine

a) Engines may be balanced and/or blueprinted. Lightning of parts beyond what is necessary to balance is prohibited.

b) Engines may be bored to a maximum of .040 inch over standard bore size. Factory replacement pistons or the exact equivalent shall be used. Exact equivalent shall be defined as the same dome/dish/valve relief configuration, weight, ring thickness and location, and pin location as the OEM replacement piston. Wrist pins must also conform to OEM specifications. In the event that a .040 factory replacement piston/wrist pin is not available, the .040 pistons/wrist pins shall not weigh any less than then the largest size OEM piston for that engine.

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c) Piston rings are unrestricted.

d) Cylinder head intake, exhaust ports, and intake manifold may be port matched but cannot be machined beyond 1 inch into the head or intake.

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e) Valves and valve seats may be machined and may only replaced with the exact factory equivalent.

f) Valve guide material is unrestricted.

g) Compression may be increased one half (.5) a point greater than factory number.

h) Cylinder heads may be machined so long as it does not increase compression beyond the maximum value allowed for make and model.

i) Timing gears must remain stock. Cars equipped from the factory with plastic timing gears may replace with metal gears so long as cam timing remains stock. Stock timing gear may be adjusted with an offset key back to stock position.

j) Any OEM Honda ECU (including JDM) may be used, and may be relocated ONLY to facilitate cage installation. Reprogramming of OEM ECU is allowed. Piggyback ECU's that plug into the OEM ECU (e.g. Hondata) is allowed. VAFC (VTEC/Air/Fuel) controllers or other devices that perform the same function may be used.

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k) Polyurethane or hard rubber motor mounts and/or inserts may be used.

l) Any air intake system in front of the throttle body (including mass air sensor) may be used (stock throttle body must be retained)

m) Carbed vehicles may use an alternate carb of the same design and configuration (ie: a 1 barrel can be replaced with an alternate 1 barrel, but not a 2 barrel).

o) Any exhaust header and exhaust system may be used. All emission related devices may be removed or disabled. Catalytic converters may be removed (note: some facilities have rules governing sound limits. Vehicles must fall within these limits to be allowed to compete).

p) Fasteners may be replaced with items performing the exact function.

q) Gaskets may be replaced with others so long as it does not violate any other rules contained herein.

r) Engine drive belts are unrestricted

s) Alternate accessory drive pulleys ("underdrive pulleys") may be used. Crankshaft may use any pulley (size and material unrestricted),

Deleted: which is equal in stock diameter

t) Alternate water pumps of OE design may be used and must bolt to engine without modification

9.2 Ignition

a) Any ignition system that utilizes the original distributor for spark delivery is permitted. Internal distributor components and cap may be replaced. External ignition coil may be added. Crankfire ignitions are prohibited unless fitted as OEM.

b) Alternate spark plugs and ignition wires may be used.

c) Ignition timing is unrestricted.

9.3 Fuel Systems

a) Fuel cells are allowed. Consult with CCR for approved models and installation. Rear floorpan may be modified to accommodate a fuel cell. If fuel cell is not present, said opening must be covered with metal or

aluminum and sealed.
b) Any fuel lines, pumps or regulators are permitted.
c) Adjustable fuel pressure regulators may be used.

9.4 Oil System
a) Oil coolers and remote oil filters may be used.
b) Valve covers may be modified to accommodate a breather and/or filler.
c) A pressure accumulator such as an Accusump may be used. Dry sump oiling systems are prohibited.
d) Oil pans and all related items such as baffles, pickup, pump and scrapers are unrestricted.

9.5 Transmission and Related
a) Any flywheel may be used provided it is the same diameter as stock and would accommodate a stock clutch and pressure plate. (see item b as well)
b) Any clutch and pressure plate may be used so long as it would bolt to a stock (unmodified) flywheel.
c) Any limited slip differential that fits into an unmodified housing may be used.
d) Final drive ratio is unrestricted. All other gearing must remain stock.
e) Shift lever may be altered, or replaced.

9.6 Cooling
a) Any radiator may be used but must be mounted in the factory location.
b) Thermostats may be modified or removed. Restrictors my also be utilized.
c) Heater hoses, clamps and heater control valves may be added, substituted, or removed.
d) Heater cores may be removed or plugged.
e) Cooling fans may be added or removed. Means of actuation is unrestricted.

9.7 Miscellaneous
a) All Heating Ventilation and Air Conditioning (HVAC) components may be removed.
b) Windshield wiper arms and washer bottles may be removed.
c) Power steering pumps and their mounting brackets may be removed.
d) Any battery of same type, size, voltage, and weight as the original is allowed provided it installed in the original location.
e) Cruise Control components may be removed
f) Mirrors may be replaced with any item serving the same purpose
e) All engine components not listed in these rules shall conform to factory specifications.

10.0 Suspension
a) Minimum ride height shall be four (4) inches measured without driver at the lowest point of the rocker panel but not the welded seam.
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b) Any single bodied shock absorber may be used. The number and type shall be the same as stock.
c) Bump stops my not be more than 2 inches in length.
d) MacPherson strut cars my substitute struts or use any insert.
e) Adjustable spring perches (coilovers) are allowed and may be part of the shock body.
f) Any spring rate or torsion bar may be used. The same number and type as stock shall be retained.
g) Any sway bar may be used but may not be adjustable while in motion.
h) Any type of suspension bushing is allowed. (spherical, delrin, etc)
i) Camber adjustment devices (plates/shims/eccentric, etc) are allowed on all vehicles.
j) Independent rear suspension mounting holes may be slotted or reinforced for camber and/or toe adjustment.
k) Cars may add stayrod(s) between the shock towers and/or lower suspension mounting points.
Note: All suspension parts must retain their original attachment points at the chassis, and the suspension must maintain its original design and function

11.0 Brakes
a) Any brake pad or shoe may be used.
b) Any brake fluid may be used.

c) Alternate brake lines may be used.
d) Brake Bias or proportioning valves may be used.
e) Brakes may be ducted from existing holes in the vehicle's bodywork provided they extend in a forward direction (from brake forward). Auxiliary lights not listed as "required" items in this rulebook may be removed to facilitate brake cooling ducts.
f) Rotor backing plates ("dust shields," "splash shields") may be removed.
g) Brake rotors must be the same type, material, and dimensions as OEM. Rotors from alternate companies may be used. Rotors may be cryogenically treated.
h) ABS systems may be disabled, removed, or relocated.
i) Parking brakes and all associated components may be removed.

12.0 Body

a) Vehicle bodywork must remain stock except for the following:

1) Front (chin) spoilers/air dams may be used provided they are either bolted or riveted to the vehicle (not taped) and do not extend rearward of the front wheel well opening. Front spoiler/air dam shall not protrude beyond the overall outline of the body when viewed perpendicular to the ground above the part.
2) Any rear deck spoiler that attaches to bodywork is allowed. Rear spoiler may not protrude beyond the overall outline of the body when viewed perpendicular to the ground above the part.
3) Rocker sill kits may be acceptable on a case-by-case basis. Consult with the Series Director for approval.
4) Splash guards, wheel well molding, and body side molding may be removed or replaced with alternate materials.
5) Headlight lenses may be replaced with alternate materials. These materials must not serve as ducting. The headlight bucket must remain in place. Removal of the headlight assemblies is disallowed.
6) Tail light and side marker lights may be replaced with any design that performs the same function.
7) Fender lips may be rolled or flattened for tire clearance. Non-metallic fender liners may be removed.
8) Hood and trunk pins are allowed. In addition, hood and trunk latch mechanism may be removed so long as some positive action external latch is used.
9) Convertible tops and related hardware should be removed.
10) Radio Antennas may be removed or added for two-way communication.
11) Two (2) openings may be cut in the front valence to allow up to a (3) inch diameter duct leading to the front brakes only. Factory fog lights may be removed and holes used for brake ducts or left open. 12) Screens or mesh may be added to protect from debris entering the bodywork.
13) The Del Sol is allowed to remove or replace rear window with lexan in order to accommodate rear roll bar braces. Body modification for the sole purpose of rear roll bar installation is allowed.

b) All exterior alterations must be deemed aesthetically acceptable by the series before a vehicle can compete.
c) All vehicles must have at least 1 Vehicle Identification Number attached to the vehicle and correspond to the make and model of that vehicle.

12.1 Body Swaps

a) Vehicle body swaps are permitted in the event of a collision that renders a car's tub "unusable."
b) The body swapped into must have no structural advantages over the original body.
c) The trim level of the car *as it is classed for competition* must remain intact. Mixing and matching of trim levels is not permitted. Examples of body swaps:
Legal: A H3 Integra GS-R may be rebuilt from an Integra RS tub. The "advantages" of the RS shell are the lack of sunroof and ABS – both of which may be removed under these rules.
Illegal: An H3 Integra GS-R may *not* be rebuilt using an Integra Type R shell. The Type R shell has structural reinforcements that are not available on RS/LS/GS/GS-R Integras.

13.0 Vehicle Interior

a) Any Steering wheel that meets CCR requirements may be used

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b) Any driver's seat that meets CCR requirements may be used
c) The factory dashboard must remain intact but may be modified to accommodate roll cage.
d) Any interior mirror may be used
e) All interior trim pieces such as: interior panels, seats, carpet, headliner, center console and sound deadening may be removed.
f) Spare tire and associated components may be removed
g) Dead pedal may be added.
h) Foot pedals may be altered for driver comfort.
i) Stereo, speakers and related wiring may be removed
j) Factory seat belts may be removed
k) Gauges and instruments may be added, removed, or replaced.
l) Ducting may provide fresh air to the driver's compartment. Ducts my installed in the driver or passenger window area. A "fresh air system" which supplies air to the driver only is also permitted.
m) Driver cooling (such as cool suit) systems may be used

14.0 Wheels and Tires

a) Any wheel diameter may be used.
b) The maximum wheel width for all classes (with the exception of H1) is 7 inches. H1 cars are allowed unrestricted wheel sizes.
c) Individual regions may or may not have spec tire rules. If the region has the spec tire rule in effect, the spec tire must be run in order to accumulate championship points and/or be eligible for contingency awards. While efforts will be made to publish this information, it is the participant's responsibility to contact their HC Region Director to see if it applies in their particular region. See sections 7.2 for exceptions to this rule.

Deleted: The Toyo RA-1 is the required tire for 2003

d) Track width may be changed up to 1" of stock with wheels or spacers.
e) Any wheel stud, bolt or nut is allowed.
f) No part of the tire or wheel may extend beyond the wheel well when viewed from directly above (fenders may be rolled to prevent rubbing, but may NOT be flared or cut).

15.0 Graphics and Identification

a) Certain graphics are required on Honda Challenge racecars. Information on these materials is available at the Honda Challenge website, www.honda-challenge.com, or by emailing the Honda Challenge Directors at info@honda-challenge.com
b) All cars are required to display at least four official NASA racing stickers. Consult NASA CCR.
c) Numbers must be permanent and displayed on each side of the vehicle. Numbers should be a minimum of 8" tall and of contrasting color to their background
d) Class designation must be permanent and displayed on each side of the vehicle. Class designation should be a minimum of 3" tall and of contrasting color to their background.
e) Drivers who are considered Rookie drivers will be required to display orange rookie plate and the letter "R" next to their car numbers on each side and on the rear of the car. Please consult the CCR for details.
f) Vehicles that do not display required decal packages will not be allowed to compete.
Notes: Vehicles may be disqualified if timing/scoring cannot read number and class. All decals, numbers, etc. must be permanent. Magnetics will not be acceptable.

16.0 Hybrid Rules

16.1 Introductory Notes

a) These rules to be read as an addition to the rules for car preparation listed in sections 6.0-15.0.
b) Rules listed within this section may be in contradiction with those listed in sections 6.0-15.0. In these cases, the Hybrid Rules in this section supercede those in sections 6.0-15.0.
c) In this section of the rulebook, the description of a component of a race car as "free" implies that any part, from any manufacturer (Honda or otherwise) may be used to construct said component(s).
d) Over prepared Hybrid cars do *not* have the capability of "Bumping Up" as described in section 7.0 and will be deemed illegal.
e) **The Acura NSX and the Honda S2000 are not eligible to be prepared as "Hybrids."** The intention is for Honda Challenge-Prepared NSXs and S2000s to compete against Hybrids. NSX and S2000 must follow

the preparation rules in sections 4-15 except where stated otherwise.
f) NSX and S2000 will be allowed to prepare to section 16.4 and 16.5 items.
g) NSX and S2000 will also be allowed to use any battery provided it remains in the stock location.

16.2 Hybrids Defined

a) A Hybrid will be defined as any Honda vehicle built with components that are sourced from a stock Honda vehicle of a different model, domestic market or generation. Additionally, the following components are free:

1) Brake Systems.
2) Engine cylinder head porting ("from the block up"– see section 16.3)
3) Engine Management systems.
4) Compression

b) Hybrids will be limited to an engine displacement of 2.4 liters. No components may be prepared beyond the limits stated within these rules. For additional information on hybrid drivetrain preparation, please see section 16.3 below.

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16.3 Hybrid Engine Preparation

a) This section is intended to clarify the engine and drivetrain preparation rules specific to hybrids.
b) The engine, from the top of the engine block "down" to the ground, MUST be constructed entirely of Honda parts (JDM is considered OEM Honda). No aftermarket parts, with the exception of fasteners, are permitted in this, the "bottom end," of a hybrid engine. Engine overboring is not subject to the .040 allowance (aftermarket part made to OEM specs) listed in section 9.1 of this rulebook. Pistons must be available as an OEM Honda (or JDM) part. Pistons may be "notched" or "cut" for valve clearance only.
c) "Above" the engine block, cylinder head preparation and porting is free. Valve size and material must conform to original specification for that particular head. Valve preparation (angle, cut, etc) is free. Springs, locks ,retainers, and shims are free.
d) Camshaft(s) are free and adjustable cam gears may be used.
e) Fuel Pumps, Fuel Injectors and Fuel Rails are free.
f) Throttle Bodies and Intake Manifolds are *not* considered part of the cylinder head and must be unmodified Honda parts. Port matching is allowed but cannot be machined beyond 1 inch into the intake.
g) Items (such as throttle bodies and intake manifolds) that attach to the cylinder head may be re-drilled for fitment purposes ONLY. Alteration of air, fuel, and/or coolant passages is not permitted. Fitment modifications that alter air, fuel, and/or coolant passages as a side effect will be deemed illegal.
h) Engine and transmission mounts, and associated components (shift linkages, etc) required to perform an engine/drivetrain swap, are free.
i) Engine management systems (ECUs, piggyback computers, etc) are free

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16.4 Hybrid Chassis and Body Preparation

a) Batteries may be relocated
b) ONE headlight may be removed for the purposes of engine or brake cooling, or for the purpose of engine air intake systems.
c) Hybrid, NSX and S2000 cars are permitted to replace hood, bumper supports, bumper covers, front fenders, and mirrors with any substitute. Composite materials are allowed for those items. S2000 may utilize any composite "hardtop".
d) Passenger and rear windows may be replaced with polycarbonate/lexan material. Front windshield must remain stock.
e) H1 cars may use a front and rear spoiler that extends no more than 1.5 inches beyond the outline of the body when viewed from above.
f) Cockpit and or remote adjustable spoiler controls are prohibited

16.5 Hybrid/S2000/NSX Ballast

Up to 150lb of ballast may be added to the vehicle. Such ballast must meet NASA CCR (29.11) but may be mounted anywhere. The competitor must make sure the ballast is mounted in such a way that it cannot come loose in an impact. Large backing plates or fender washers must be used to secure ballast.

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17.0 Prohibited Items

a) Some Data Acquisition Systems. Please see NASA CCR for specifics.
b) Nitrous Oxide Systems.
c) Forced Induction (turbochargers, superchargers, ram air, etc).

18.0 Championship

18.1 Eligibility

Please consult with your region for championship eligibility. Each region has a different number of events and may use a different system. You will be required to participate in a minimum number of races to qualify for an award.

18.2 Points Calculation

a) It is the intent of the Honda Challenge Directors to have two qualifying points races per weekend. Because of scheduling and other uncontrollable events, this quantity is subject to change. Please check with your region as to the number of eligible races, which will count for season points. Unless otherwise notified, points will be awarded as listed in the NASA CCR
b) As a competitor, please be aware of items that may effect point's outcome such as the team rule and tie breakers, which are outline in the NASA CCR.

18.3 Contingencies, Trophies and Other Prizes

a) Contingency, trophy and prize information varies from weekend to weekend. The most current information is always available on the Honda Challenge website, or by contacting the Honda Challenge staff.
b) The winning driver(s) must claim any contingencies, trophies and other prizes within 90 days after the race has completed. Unclaimed awards will be forfeited and may become property of the Honda Challenge.

19.0 On Course Conduct

The philosophy behind the Honda Challenge Series is a simple one. It is intended to be a Motorsports showcase for Honda products in a clean, sportsmanlike environment. The belief is that a skilled, clean, well-executed pass is preferable to "punting" one's competition off the racetrack or "leaning" against them to gain position. It is felt that a sportsmanlike environment, where skill is more highly valued than aggression, fosters sportsmanship and friendship. It also helps the participants maintain a reasonable budget. This being said, participants in the Honda Challenge need to be aware that accidents happen in automobile racing. Racing is, by nature, a dangerous sport. It should be noted that any driver displaying rough, negligent, or unsportsmanlike conduct will receive harsh penalties, which may include loss of points, suspension and/or fines. Additionally, an Incident Review Board (IRB) may be assembled to investigate an on-track incident. Please consult the NASA CCR for specifics with regard to incidents and penalties.

20.0 Appendices

Appendix A: Contacting the National Auto Sport Association

The National Auto Sport Association can be contacted via their Internet web site at http://www.nasaproracing.com. Those who do not have Internet access may contact NASA as follows:
NASA National Office
P.O. Box 21555
Richmond, CA 94820
Phone: 510-232-NASA (6272)
FAX: 510-412-0549

Appendix B: Unsafe Track Conditions

a) In the event that track conditions become unsafe (heavy rain, storms, etc.), the Race Director can, at any time, black flag a race. One example where this may occur is a race that starts dry, and is later affected by heavy rain.
b) If the race is more than 1/2 completed, the checkered flag is thrown and finishing positions count.
c) If the race is less than 1/2 completed, The race will be cancelled and will not count.

Deleted: , the race will go yellow, then black