

NASA Spec Focus®

Official National Rules

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1. Definition and Claim

NASA Spec Focus™ (SF) is an affordable racing series, primarily focused on road racing, and shall function as an advertising and marketing tool for the series sponsors, the independent sponsors of each team, as well as the official sanctioning body of the series. The trade name, "NASA Spec Focus," and these rules are the property of the National Auto Sport Association, Incorporated ® located at P.O. Box 21555, Richmond, CA 94820; 510-232-NASA (6272).

The marks "Focus", Ford and Ford Performance Products are recognized as registered to the Ford Motor Company with the United States Trademark and Patent Office.

2. Intent

The intent of these rules is to provide mandates to ensure that all vehicles are constructed and modified within clearly established limits, so as to ensure an even platform, in which a contest of driving skill may provide the most talented drivers with great rewards.

3. Purpose

The purpose of Spec Focus is to provide an opportunity for drivers to compete in similarly prepared, low cost cars with limited modifications, in order to engage in a contest of skill in which all drivers have a chance to race a competitive car while allowing the most talented drivers an opportunity to display their talent.

4. Format

Modifications, addition or removal of parts are not allowed, unless specified or approved in these rules. Additional modifications are not permitted. These rules are not intended as guidelines; rather they shall serve as the national set of rules, and must be strictly followed. Each NASA Region is responsible for ensuring that all competitors running in the corresponding regional championship conform to these rules.

5. Eligible Manufacturers

Ford Corporation and its predecessors in interest are the only manufacturer of models that are legal for this series. However, other companies may manufacture some legal and/ or required parts and components for the series.

6. Eligible Models

6.1 All U.S. or Canadian market Ford Focus automobiles from the 2000-2008 model years are eligible to compete in Spec Focus. All parts, unless otherwise noted, must be from a U.S. or Canadian model in mass production, and the parts must be commonly available to all competitors.

6.1.1 Body Style/Chassis

All 2000-2008 body styles are allowed OTHER than the station wagon

6.1.2 Engine/Transmission

The following engines may be used:

- 2.0 Liter DOHC Zetec
- 2.0 Liter Duratec
- 2.3 Liter Duratec
- 2.0 Liter SVT

6.1.2 Update/Backdate

- Updating and backdating of parts within the allowed models and years is permitted, but no mixing of SVT and non-SVT drivetrain components is allowed.
 - Ex. A 2000 SOHC car may swap in a 2.3 liter Duratec as long as all of the 2.3 liter components are installed.
- A 2.0 Liter SOHC Focus body can be used, but only with the appropriate drivetrain components in place from a non-SOHC Focus.
- Bodies originally equipped with automatic transmissions may swap for 5-speed MTX 75 transmission.
- All non-SVT models MUST use the MTX-75 transmission. They may not use the SVT Getrag 6-speed transmission
- SVT Motors MUST use the Getrag 6-speed Transmissions.
- Suspension, Chassis, and brake components may also be updated in similar fashion

7. **Sanctioning Body**

NASA Spec Focus™ is sanctioned by the National Auto Sport Association (NASA). All events are governed by these rules, applicable addendums, prima facie rules, as well as those found in the latest version of the NASA *Club Codes and Regulations* © (CCR). All decisions made by the series administration are final, except under certain conditions, as specified by the CCR.

8. **Safety**

All safety standards not specified herein must conform to the NASA Club Codes and Regulations (CCR). Where conflicts are found between the CCR and these rules, these rules must supersede the conflicting rules found in the CCR. However, in the interest of safety, any participant that determines a conflict exists must immediately report it to the series administration, for clarification.

9. **Measurements**

9.1 Specified Measurement

Whenever the manufacturer specifications or these rules do not specify a measurement, the common average measurement will be used. This common average measurement must be determined by either 1) calculating a mean average of at least three measurements from the corresponding parts found on other vehicles, or 2) the series technical administrator will make a determination based on any other reasonable method, providing that the data, system, or logic that was used be made known to the public. The second option is only permitted under circumstances where option number one becomes impractical, as determined by the series Race Director.

9.2 Tolerances

All published measurements infer a tolerance of +/- one-half (1/2) of the last specified decimal place. All rounding will be done to the nearest decimal place that is specified by the manufacture or these rules. In a case where a measurement falls exactly on the halfway mark, it must be rounded up or down in favor of the competitor. This section does not apply whenever the manufacturer specifications, or these rules, specify a tolerance.

10. **Weight**

10.1 Minimum – Vehicle

All minimum weight requirements must be met immediately following all qualifying sessions and races.

Minimum Weight for all cars including the driver are:

- 2.0L Zetec 2,600 lbs
- 2.0L SVT 2,600 lbs
- 2.0L Duratec 2,600 lbs
- 2.3L Duratec 2,675 lbs

10.2 Additional Weight - Ballast

Additional weight may be added to the vehicle providing that all of the following conditions are met:

- 10.2.1 Additional weight must serve no other purpose than to increase the weight of the vehicle. This additional weight shall be known as "ballast." No more than 150 pounds of ballast may be added.
- 10.2.2 Ballast must be made of solid metal, and must be installed securely. All ballast must be secured using at least one (1) 3/8- inch grade-5 bolt, two (2) 'fender washers', and a locking nut system for every fifteen (15) pounds of weight.
- Example: A seven (7) pound block requires at least one (1) bolt system as described herein. A thirty 30 pound block requires at least a two (2) bolt system.
- 10.2.3 All pieces of ballast must be bolted within the front passenger compartment, through the floor pan on the passenger side of the cockpit, no further rearward than OEM rear mounting holes for the front passenger seat.

11. **Engine**

11.1 Engine assembly

11.2 Balanced and Blueprinted Engines

Engines may be balanced and/or blueprinted. Lightening of parts beyond what is necessary to balance is prohibited. Only the minimum of material should be removed from any engine component during a rebuild process.

11.3 Bored Engines

Engines may be bored to a maximum of .020 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 .020 factory replacement piston/wrist pin is not available, the .020 pistons/wrist pins shall not weigh any less than then a standard size OEM piston.

11.4 Piston rings

Piston rings are unrestricted.

11.5 Head Intake and Exhaust Ports

Cylinder head intake and exhaust ports may not be machined. Non SVT-Zetec motors may use CNC Ported heads from Ford Racing (#M-6049-ZX3P) 2.0 Duratec may use CNC ported head #M-6049-D23P. No other non factory porting or grinding can be done and no other aftermarket heads may be used.

11.6 Valves

Valves and valve seats may be machined and may only be replaced with the exact factory equivalent. Valve guide material is unrestricted.

- Non-SVT Zetec may use exhaust valve M-6507-ZX3 and intake valve M-6505-ZX3.
- 2.0 Duratec may use M-6505-D23 exhaust valve.

11.7 Compression

The mechanical compression ratio is limited to the following:

- 2.0 Zetec: 10.5 to 1
- 2.0 SVT: 10.5 to 1
- 2.0 Duratec: 10.5 to 1
- 2.3 Duratec 10.0 to 1

11.8 Timing Gears

Zetec and SVT motors may use factory or aftermarket adjustable timing gears. Duratec motors must use stock unmodified timing gears.

11.9 ECU Unit

- Any OEM Ford Focus ECU may be used.
- The OEM ECU must plug directly into an unmodified wiring harness and may be relocated ONLY to facilitate cage installation.
- Reprogramming of the stock ECU is allowed
- Any aftermarket flash unit may be used for programming

11.10 Motor Mounts

Polyurethane or hard rubber motor mounts may be used.

11.11 Cold Air Intake and Throttle Body

Any cold air intake system may be used. A cold air intake system is defined as any system that is upstream from the throttle body and intake manifold.

The following throttle body sizes may be used:

- 2.0 Zetec 70mm max
- 2.0 SVT 67mm max
- 2.0 Duratec 67mm max
- 2.3 Duratec Unmodified OEM Duratec Throttle Body

11.12 Exhaust Manifold/Intake Manifold

No forced induction of any kind is allowed

11.12.1 Intake Manifold

Intake manifolds must may not be ported or otherwise modified other than to accommodate the throttle body.

- 2.3 Liter Duratec must use unmodified OEM intake manifolds
- 2.0 Liter SVT must use unmodified OEM intake manifolds

2.0 liter Duratec and Zetec may use the optional intake manifolds listed below

- 2.0 liter Zetec Ford Racing Manifold M-9424-ZX3R
(Requires use of M-10039-ZX3R alternator bracket)
- 2.0L Duratec Cosworth Manifold #FSYD8032

11.12.2 Exhaust

Exhaust Manifold

- SVT motors must use an unmodified OEM exhaust manifold
- Duratec motors exhaust manifolds are unrestricted.
- Zetec 2.0 (non-SVT) exhaust manifolds are unrestricted.

11.12.3 Exhaust System

For all motor types:

- All emission related devices may be removed or disabled.
- The catalytic converter may be removed
- The stock muffler may be retained, discarded, or replaced with any other muffler.
- Note - some facilities have rules governing sound limits. Vehicles must fall within these limits to be allowed to compete
- Exhaust exit points must comply with the NASA CCR

11.13 Camshafts

- SVT and 2.3 Duratec must use stock OEM Camshafts
- 2.0 Zetec may use valve spring and retainer p/n M-6513-ZX3E and A203 camshafts
- 2.0 Duratec may use Crane Camshafts p/n 224-0012, Crane Cams valves spring and retainer kit p/n 903-2007

11.14 Fasteners

Fasteners may be replaced with items performing the exact function.

11.15 Gaskets

Gaskets may be replaced so long as such replacement does not violate any other rules contained herein.

11.16 Driver Belts

Engine drive belts are unrestricted

11.17 Underdrive Pulleys

Alternate accessory drive pulleys ("underdrive pulleys") may be used. Crankshaft may use any pulley.

11.18 Water Pumps

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

11.19 Engine Claim

NASA Administration may claim any engine for 70% of the current retail price of a Ford SVT-Zetec DOHC 2.0L (M-6007-ZX3) Ford Duratec DOHC 2.0L PZEV (M-6007-SV20), Ford Duratec DOHC 2.3L PZEV (M-6007-PZEV), Ford Duratec DOHC 2.3L (M-6007- D23) or equivalent crate engine . The intent of this rule is to allow the administration to eliminate motors that are expensively rebuilt. All legal parts from a claimed motor will be auctioned off to the highest bidder. All proceeds above the purchase price from an auctioned motor shall go to a charity, or to the driver's championship points fund as determined by the Race Director. If any illegal parts are found in a claimed engine, the entire engine assembly will become the property of NASA, and will not be sold, nor returned. A "claimed engine" consists of all parts directly attached to the engine block from the throttle body to the exhaust flange to the rear of the exhaust header.

11.20 RPM Limits

The following RPM limits shall apply:

- Duratec 2.3 6800 rpm
- Duratec 2.0 7200 rpm
- Zetec 2.0 7200 rpm
- SVT Zetec 7000 rpm

Any means of the driver adjusting either RPM limits and/or engine management software during a qualifying or race session or in Impound is prohibited and will result in immediate disqualification.

12. Ignition

Any ignition system that utilizes the original system for spark delivery is permitted. External ignition coil may be added. Crankfire ignitions are prohibited unless fitted as OEM. Alternate spark plugs and ignition wires may be used. Coil Plugs may not be removed on Duratec Engines.

13. Fuel Systems

13.1 Fuel Cells

Fuel cells are allowed. Consult with CCR for approved models and installation.

13.2 Fuel Lines/Pumps/Regulators

Any fuel lines, pumps, injectors or regulators are permitted. Adjustable fuel pressure regulators may be used.

14. Oil System

14.1 Oil Coolers

Oil coolers and remote oil filters may be used. All oil lines on the pressure side of the oil pump must be thread on connections or crimped-on connections equal to or better than factory connections. I.E. no slip connections (barbed w/ hose clamp, etc.) are allowed. Location within the bodywork is unrestricted provided that no additional venting holes are added beyond those allowed by the rules.

14.2 Valve Covers

Valve covers may be modified to accommodate a breather and/or filler.

14.3 Accumulators

A pressure accumulator such as an Accusump may be used. Dry sump oiling systems are prohibited.

14.5 Oil Pans

Oil pans and all related items such as baffles, pickup, pump and scrapers are unrestricted.

15. Cooling System

The vehicle's cooling system, including fans, radiator, fluid pumps, and oil/fluid coolers, is unregulated, provided that the sole intent of such modifications is to increase the vehicle's reliability and durability in hot weather conditions. The vehicle's structure may not be modified from the OEM radiator core support configuration and mounting location.

15.1 Engine Coolant

The only engine coolant used in the radiator shall be water, though surfactants such as Redline "Water Wetter" or Neo Synthetics "Keep Cool" are allowed. The intent of this rule is to avoid slick track conditions produced by spilled antifreeze, not to limit water additives.

15.2 Catch Tanks

All engine breathers and coolant overflow lines must vent to a catch tank of adequate capacity to hold any potential overflow. Catch tanks may not be mounted in the driver's compartment.

16. Fire Extinguisher

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.

17. Transmission / Differential

17.1 Clutch

- Any clutch disk and pressure plate may be used provided they mount on an unmodified stock OEM flywheel or OEM replacement flywheel.
- Flywheel must be correct for the engine type that is in the car. No mixing and matching of flywheels between engine types is permitted
- Flywheels may not be lightened or modified except as necessary for surface finishing. Only the minimum amount of material may be removed.
- Duratec motors must retain the OEM dual mass flywheel

17.2 Transmission

Any Ford MTX-75 transmission must be used by all non-SVT Focus models. Getrag transmissions must be used on all SVT motors. Transmissions may not be modified internally or externally from their stock configuration and builds except for those noted below.

17.3 Differential

Stock differentials may be replaced with the following part #'s. No other aftermarket differentials are allowed.

- Clutch type, spool, or locker limited slip differentials are prohibited

MTX-75 Transmission:

FRPP Torsen#	M-4204-F20
Quaife	Torque biasing differential

Getrag Transmission:

FORD OEM	M-4204-SVTF
FRRP Torsen	M-4204-SVT

17.4 Final Drive

- 2.3 liter Duratec may use the 3.42:1 or 3.82:1 final drive. For PZEV cars with 3.42 final drivers, 3.82:1 may be substituted. Approved P/N's are:
 - YS4Z-7F343-FA 3.82 Ring Gear
 - 1S7Z-7061-AA 3.82 Output Shaft
- 2.0 liter Zetec and Duratec may use 3.42:1, 3.82:1, and 4.06:1 final drive ratios
- 2.0 liter SVT must use OEM Getrag final drive

17.5 Shifter

Any shift lever may be used, including aftermarket 'short shift' kits that change the shift lever's fulcrum point. Shift linkage and shift linkage mounting points are to remain stock. Any shift knob may be used.

17.6 Transmission Fluid

Any transmission fluid may be used

18. Suspension Components

No other suspension modifications other than the modifications outlined below are permitted.

18.1 Knuckle/Hub Assembly

Front Hub assembly must remain OEM, but rear hub maybe be changed to add rear disc brakes. Non SVT Focus can upgrade to SVT Style hub assembly. Front hubs may be updated/backdate.

18.2 Dampers:

Any damper listed individually or as part of a kit below is allowed. OEM dampers include all dampers available as original equipment on a Ford Focus model from the factory, including SVT and ST models. Dampers fitted to non-U.S. models and/or special/show car versions are specifically excluded unless otherwise noted below. Dampers may not be modified and must use the original valving as supplied from the manufacturer

Dampers 2000-2005

OEM	Original Equipment as supplied for any MY 2000-2005
OEM, SVT	2M5Z-18124
Ford Racing	M-3000-ZX3
Ford Racing Dynamic	M-3000-ZXM
Ford Spec Focus Damper Kit	M-18000-ZXM
Eibach Pro-Kit	Eibach# 3588.840

Dampers 2006+

OEM,	ST - 7S4Z-18124-A/B
Ford Racing	M-18000-ZX3B
Ford Spec Focus Damper Kit	M-18000-ZXM1

18.3 Springs

Springs from any of the following OEM models, suspension kits or Ford Racing part #'s may be used. Suspension components may be updated/backdated to accommodate spring/damper packages.

OEM springs include all springs available as original equipment on a Ford Focus model from the factory, including SVT and ST models. Springs fitted to non-U.S. models or special/show car versions are specifically excluded unless otherwise noted below. Springs may not be cut or altered to change ride height. Non-SVT cars may use SVT springs/dampers SVT cars may upgrade to any allowed suspension package

Front Springs: 2000-2005 Model Years

OEM	Any unmodified Focus OEM spring
OEM/SVT	2M5Z-18124
Ford Racing Dynamic Spec Focus Suspension Kit	M-3000-ZX3
Ford Racing Dynamic	M-3000-ZXM
Eibach Pro-Kit	Eibach# 3588.840
Ford Spec Focus Spring Kit	M-5560-ZXM

Rear Springs: 2000-2005 Model Years

OEM	Any unmodified Focus OEM Spring
SVT	2M5Z-5B669-AA
Ford Racing	M-3000-ZX3
Ford Racing Dynamic	M-3000-ZXM
Eibach Pro-Kit	Eibach# 3588.140
Ford Spec Focus Spring Kit	M-5560-ZXM

Front Springs 2006+

OEM
Eibach Pro-Kit
Ford Racing
Ford Racing Spec Focus Spring Kit

6S4Z-5310-C (pink sticker)
Eibach# 35108.140
M-5560-ZX3B
M-5560-ZXM1

Rear Springs 2006+

OEM
Eibach Pro-Kit
Ford Racing
Ford Racing

5S4Z-5560-HA (green sticker)
Eibach# 35108.140
M-5560-ZX3B
M-5560-ZX3B

18.4 Bushings

Polyurethane bushings or rubber bushings are allowed. Metallic or other material bushings are prohibited

18.5 Sway Bars

Any end links may be used provided that they are not adjustable

Rear Sway Bar

Rear anti roll bar diameter may not exceed 25 mm. Rear end link and bushing material may be changed but must mount to the anti roll bar and subframe in the original manner with a through-bolt and sandwiched, non-adjustable flexible bushings.

Front Sway Bar

Front anti roll bar diameter may not exceed 22mm. Front End links are free provided that they are not adjustable. Any non-metallic front bushings can be used.

18.5 Alignment

Wheel alignment is unrestricted. The fitment of aftermarket camber-caster adjustment plates is permitted provided the adjustment plates do not serve to reinforce or brace the strut tower.

- Maximum allowed static camber is 3.0 degrees negative.

18.6 Rear Subframe

Ford Racing subframe M-5035-ZX3 with sway bar mounts and adjustable camber eccentrics is allowed

18.7 Strut Tower Bars

Any aftermarket front and/or rear strut tower brace maybe used.

19. **Steering**

Manual or power steering may be used. Power steering rack may be converted to manual. Steering lock may be removed.

20. **Wheels and Tires**

- Any 17x7 inch OEM Ford wheel may be used. This includes SVT and Ford Racing wheels.
- Effective January 1, 2008, allowed tires shall be Toyo R888 in size 215/45/17 and Toyo RA-1 in size 205/40/17.
- Effective June 1, 2008 the only allowed tire shall be the Toyo R888 in size 215/45/17.

21. **Brake System**

Brake systems must remain in their factory configuration and must be composed of OEM parts except as allowed below.

The brake system can be upgraded to any of the following components

- SVT Brake Kit M-2300-ZX3
- Ford Racing Rally Brake System M-2300-ZX3R
- SVT Front Brake Kit M-2300-SVTF4 (MY 00-05)
- SVT Front Brake Kit M-2300-SVTF5 (MY 05-08)
- SVT Rear Brake Kit M-2300-SVTR (MY 00-08)
- Ford Rally 15" Front Brake Kit M-2300-ZXR

- 21.1 Brake pads are unrestricted.
- 21.2 Steel braided brake lines may be used.
- 21.3 Disc brake dust shields may be removed.
- 21.4 The emergency brake lever and/or cables and associated parts may be removed.
- 21.5 Brake ducting is permitted provided that such ducting performs no other purpose than providing cool air to the brakes. SVT front fascia M-17831-F, FRPP front fascia, and F2 Focus front fascia are allowed to enable brake ducting and improve car appearance.
- 21.6 Alternate caliper piston material is permitted for durability.
- 21.7 OEM Focus anti-lock braking systems are allowed.
- 21.8 Brake proportioning devices are prohibited.
- 21.9 Rear Drums on Non-SVT may be changed to an SVT OEM brake system in the rear.
- 21.10 Front Disc can be changed but must meet OEM Specs or can be changed to SVT Brake system.

22. Appearance

22.1 Exterior

All cars are required to display at least four official NASA racing stickers. One shall be placed on the front, one shall be placed on each side and one shall be placed on the rear of the vehicle.

22.2 To be eligible for series points, prizes, and contingency awards, all competitors must display the following official Spec Focus decals

- Spec Focus number plates on each side of the race car
- Official Ford/Spec Focus windshield banner

Additional sponsor decals may also be required by the series. Please refer to the official website for the current list of additional decals and for instructions on purchasing official Spec Focus decals.

Note to competitors: display of the Spec Focus rear quarter graphics decals are encouraged but not required.

22.3 The driver's last name, or first initial and last name, must be displayed on the bottom right section of the windshield and on the side window in at least 3" letters.

22.4 Car numbers must be obtained by contacting the Series Directors and must be displayed per the NASA CCR.

22.5 Only OEM rear wings or spoilers are allowed in dealer configurations. No aftermarket wings or spoilers are allowed except as noted below. SVT or RS Type Body kits are allowed.

ZX3 and ZX5 may upgrade to the following part #s:

- | | |
|------------------------------|-------------|
| SVT OEM | M-17839-SVT |
| Ford Racing RS type spoilers | M-17839-RS |
| F2 Focus RS Spoiler | |

Splitters, rear diffuser and belly trays are not allowed.

- 22.6 Fog lights may be removed for venting purposes. No additional venting holes are allowed
- 22.7 Fenders and wheel openings must remain unmodified, except that rolling or flattening of inner fender lip for tire clearance is permitted.
- 22.8 Hood inner liners and inner fender plastic trim are optional and may be removed.
- 22.9 Any mirrors may be used. Number and placement of mirrors must comply with NASA CCR.
- 22.10 Any paint scheme / colors may be applied.
- 22.11 Body molding, antennas, license plates, license plate frames, license plate lights, and insignias and emblems other than "Ford", "SVT" and "Focus," may be removed.
- 22.12 Windshield clips and rear window straps are permitted and recommended.
- 22.13 All hoods and tailgate/trunk must be securely latched. Stock hood latches and tailgate/trunk latches may be disabled or removed. Hood pins or similar latching mechanisms meeting NASA CCR requirements for both hood and tailgate/trunk are permitted.
- 22.14 Sunroofs or Moonroofs made of glass must be removed. The opening may be covered with an acceptable material, such as sheet metal, fiberglass, polycarbonate or carbon fiber, which must be securely attached to the vehicle. Metal sunroofs may be retained if additional fasteners are used to secure them to the vehicle.
- 22.15 All vehicles must have a minimum of two functioning brake lights
- 22.16 Front and rear towing eyes per the NASA CCR are required.
- 22.17 Radio antennas may be freely removed or added provided they serve no other purpose. Antennas for two-way radios may be added.
- 22.18 OEM or equivalent glass is required for all windows except as noted below. Front window glass may be removed. Rear door glass may be substituted with Lexan. Windows lifts/regulators, etc. may be removed provided that any glazing/lexan is safely and securely mounted such that it does not pose a risk to the driver or other competitors.
- 22.19 All body panels other than those permitted to be replaced above must remain OEM with no fiberglass, composite or other materials allowed for items such as fenders, doors, hoods, roofs, trunk lids, and hatchbacks.

23. Interior

- 23.1 Driver's seat must be replaced with a seat suitable for competition, including a racing-type bucket seat. Factory seat tracks may be modified, reinforced or removed to facilitate replacement mountings provided they perform no other function. All driver seats must conform to the CCR.
- 23.2 Gauges be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s) or any other location using a secure method of attachment.

Other than modifications made to mount instruments and provide for roll cage installation, the instrument panel/dash substrate / plastic main structure must remain complete.
- 23.3 Any steering wheel and attachments may be used except wood rimmed type steering wheels.
- 23.5 The air conditioning compressor and condenser/evaporator system may be removed. Modification or removal of the heater core, evaporator and blower fan is also permitted.
- 23.6 The carpet, center console, cargo bins, driver's seat belt, radio system, headliner, dome lights, rear deck cover, and grab handles may be removed. The driver's side floor mat **must** be removed. Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver, provided that the OEM brake pedal and clutch pedals are attached in their factory location. No substitution of the station of the master cylinders is allowed.

- 23.7 All insulating material may be removed from the interior.
- 23.8 Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting is permitted.
- 23.9 Removal or substitution of driver compartment panels is permitted.
- 23.10 Any removable covers used to cover spare tires, tools, bins, etc. may be removed along with attaching hardware and brackets. Spare tire, jack and other tools may be removed.
- 23.11 Carpets, mats and their insulating or attaching materials may be removed from the floor and recesses of the cargo/spare tire area.
- 23.12 Ducting may be added to provide fresh air to the driver/passenger compartment, providing that no modifications of windows and body structure are made to accommodate this addition.
- 23.13 The passenger seats, mounting hardware, and seat belts may be removed.
- 23.14 Airbags must be removed or disabled.
- 23.15 The roll cage must comply with the roll cage standards of the NASA CCR
- 23.16 Steering wheel locks and clutch switch may remain intact, but it is highly recommended that they be removed. Ignition switch lock/cylinder may be removed and replaced with aftermarket switch
- 23.17 A Master Cutoff Switch cutoff is required. The switch must meet specifications set forth in the NASA CCR.

24. Impound

The top three finishing drivers must proceed to impound immediately after the race. Failure to do so may result in penalties being imposed on the driver. If in doubt about finishing position, the vehicle and driver should report to impound. It is purely the driver's responsibility to report to impound with the vehicle and vehicle's logbook at the proper time. At the option of the Series Director, Impound may be waived.

25. Non-compliance/Cheating

Cheating and non-compliance will not be welcome and will receive harsh penalties including loss of points, probation or suspension. While on probation, the driver's prizes will be withheld until the end of each season. If a driver completes a two-year probation period successfully, he/she will be reinstated. In any case, a disqualification or suspension will result in a zero points race(s) that cannot be dropped.

26. Appeals

Any decision by any NASA officials during an event may be appealed to the Event Director. Appeals must be made immediately following the official's decision in writing by filing an "Appeal Form" with the Event Director. The Event Director's decision shall be final.

27. Non-conforming Equipment/Equipment Certification

Series Officials must approve any equipment that does not conform to the Series Rules in advance. For consideration, approval must be made in writing sixty days prior to the date of competition. After receiving the petition, the Series Officials will make a formal announcement of the petition and must rule on the petition within 30 days. The remaining 30 days after ruling will allow other competitors to evaluate newly approved equipment before competition.

28. On Course Conduct

Per the NASA CCR, any driver displaying rough, negligent, or unsportsmanlike conduct will receive harsh penalties, which may include loss of points, suspension and/or fines.

29. Points Structure

It is the intent of the Series Directors to have two qualifying points races per weekend. Because of scheduling and other uncontrollable events, this quantity is subject to change. Each driver and team will be allowed to drop an amount of races that shall be published at the beginning of the season from their points total. These races need not

be from the same event and should be dropped to maximize points. All but two of the scheduled races will count towards the season championship. Points will be awarded per the NASA CCR. All starters that are not considered finishers (per the NASA CCR) will be given an amount of points equal to half of the last place finisher's points. Points shall be rounded to the next higher whole number if a fraction exists. Racers that start as the only entry in their class need only to complete one lap to be awarded full points.

30. Team Scoring

Two or more individuals may elect to share a car and race as a team under the NASA CCR requirements for team formation and registration.

31. Lap Records

Lap records are recorded during race sessions, but not practice, qualifying, or testing.