

**ASSOCIATION OF  
AUTHORISING  
BODIES**



**RULES & REGULATIONS**

**2025 EDITION**

**F600 SPECIAL**



*"The Association reserve the right to alter/amend the Rule Book as required, and that the Association has the right to review and amend any Class or Construction Rules at the end of each racing year."*

**VALID FROM JANUARY 2025  
UNTIL FURTHER NOTICE.**

**ALL PREVIOUS EDITIONS ARE INVALID.**

**NEW REGULATIONS ARE MARKED #.**

**IT IS THE RESPONSIBILITY OF THE DRIVER/CONSTRUCTOR TO ENSURE THAT ALL VEHICLES CONFORM FULLY TO THE REGULATIONS AND RULES CONTAINED WITHIN THIS RULEBOOK.**

**IF THE REGULATIONS AND RULES DO NOT STATE THAT "YOU CAN DO IT" THEN IT MUST BE PRESUMED THAT IT CANNOT BE DONE.**

## **F600 SPECIAL**

**FOR GENERAL BASIC CONSTRUCTION RULES (i.e., Basic requirements for all class of “Special” vehicle).  
SEE SEPARATE RULE BOOK – SPECIALS – GENERAL.**

**CLASS F600.**

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**F600 SPECIAL.**

**A single seat-racing rear wheel drive vehicle with a single engine of a maximum cubic capacity of 600cc. Constructed in accordance with NASA specified construction regulations for Autograss Racing on an unsealed surface only.**

**1. STATEMENT of CONFORMITY.**

Only methods of construction and modifications as listed are permitted. Any further modifications, other than those permitted, are prohibited. Any modifications other than those listed within the Vehicle Construction Rules are specifically excluded.

i.e., If the rules do not “say” that a modification is permitted then it is not allowed.

**1.2 F600 Specific Orthodoxy.**

The overriding rule for this class is that there are NO modifications, additions to, or removal of components whatsoever permitted unless specifically stated in the rules.

If the donor vehicle, engine and or ancillary manufacturer did not install or remove a component and or device as standard production, then it is prohibited and forbidden to carry out such a modification or action.

Competitors are strongly advised to ask if a procedure is permitted, if in any doubt, before proceeding with.

**1.3 F600 Rules Review.**

The Class rules are subject to an annual review.

However, NASA reserves the right to amend the rules at any time.

**2. GENERAL – As Specials - General.****2.1 Novice Drivers (Identification).**

All Novice drivers i.e., those new to the class and or Junior Drivers during 1<sup>st</sup> season racing; it is a requirement for the vehicle to have affixed at the vehicle rear a clear and easily read “Novice Identification sign/symbol consisting of an 150mm high (6”) X on a white/yellow background.

**3. TECHNICAL NOTES – As Specials - General.****4. ENGINE****4.1 A single normally aspirated engine must be used.**

The engine may be carburetted or fuel injected.

The use of any form of Forced Induction, including Turbochargers, and/or Superchargers is prohibited.

Nitrous Oxide (N2O) Injection is not permitted.

The engine shall be of the type as permitted.

**Permitted Engine & Transmission Type, Use & Modification – Restricted.**

The engine must be as standard production with no modifications other than as permitted by the F600 rules.

The engine must be – unmodified production, 4 cylinder, 4 stroke & 4 valves per cylinder (16v total).

The engine must be sourced from a NASA permitted “Motorbike” (See definitions) and manufactured up to and including 2011 by any of the following manufacturers.

Honda.

Kawasaki.

Suzuki.

Triumph.

Yamaha.

The engine must have a cubic capacity of between the following limits:

Minimum cubic capacity = Free.

Maximum cubic capacity “Motorbike engine” = 600cc.

It is the Competitor’s and/or race vehicle constructor’s responsibility to contact the F600 committee and or Scrutineer to confirm that the engine concerned is eligible **before** using it in the vehicle.

**Prohibited Engines.**

See Check Sheet.

**4.2 Engine Materials.**

As standard production.

**4.3 Cylinder- Head Ports & Valves Modification.**

Prohibited.

**# Cleaning:**

Cleaning up or smoothing by removing metal or polishing of the original standard production finish of the cylinder head inlet and exhaust ports is not permitted.

The use of wire brushes and or flap wheels and or grinding stones and or any other method, including refinishing a modified port, is not permitted.

Chemical, decarbonising fluid and or “Ultrasonic” clean only permitted. “Sodium Bicarbonate (Soda Blasting)” cleaning permitted.

**4.4 Pistons, conrod, crankshaft & flywheel Modification.**

Prohibited.

**Note.**

The bore sleeving or crankshaft re-stroking and or crankshaft replacement for or of an engine above 600cc to achieve a cubic capacity of 600cc or less is prohibited.

**4.5 Engine Casing.**

Removal of engine casing material forward of the centreline of the front sprocket is permitted to facilitate prevention of damage should the drive chain snap/fail.

**4.6 Engine Identification.**

The original engine manufacturer's engine identification numbers must remain and be legible.

**4.7 Engine Ancillaries.**

The removal, alteration, addition, or modification of engine ancillaries inclusive of but not limited to water pumps, alternators, charging systems and their internal mechanisms is strictly prohibited/forbidden.

**5 ENGINE SEALING & CAPACITY LABELLING.****5.1 Engine Sealing.**

The engine must have available at all times provision for the fitting of at least one readily accessible scrutineers wire seal/tag, such that the fitting of the wire seal/tag prevents access to internal engine components.

Engines and ancillary components will be sealed as and when deemed necessary by the F600 Committee / Scrutineers.

- see mandatory sealing timetable. Competitors are responsible for ensuring relevant holes are drilled or tags fitted to bolts to facilitate sealing including:

Two bolts from the timing cover.

Two bolts from the cam cover.

**Mandatory Sealing.**

The engine and ECU must be "sealed" whichever of the following take place first.

1. Prior to the first UKAC and or BAS Championship Race.

2. Prior to two race meetings are completed.

**Note.**

"Gearbox/Transmission sealing is not compulsory under 1 or 2 above. However, it is mandatory at the request of any NASA Scrutineer and or F600 Committee member.

Please contact the F600 Committee if there are any problems in getting your car sealed and or are unsure as to specific location of the provision for the required seal. "Breaking" or undoing/loosening a seal without a scrutineer's authorisation is prohibited

**5.2 Capacity Labelling.**

The engine must be fitted with a readily accessible, legible and securely fixed scrutineering "Bore & Stroke & cc Label".

The label shall be permanently marked or stamped with the piston bore size and crankshaft stroke size in millimetres and the engine cubic capacity (cc).

**5.3 Component Inspection/Checks.**

i. Component Inspection and or checking may be carried out at any time during a NASA and or F600 event.

ii. If after basic inspection checks any engine or ancillaries are suspected of being illegal the owner will be asked to present the car in full running order at Daytuner or other approved facilities, for a rolling road test.

iii. If the engine or ancillaries is/are still deemed to be non-standard a disciplinary hearing will be scheduled where a decision to strip the engine will be made in order to confirm its legality/rules compliance.

iv. If the engine or ancillaries is/are found to be illegal/rule non-compliant the owner will be liable for any carriage and labour costs incurred. If no abnormalities are found, the engine will be returned to its owner as per Nationals ruling.

v. Reconditioning including component/part selection and or removal of metal for all engine and gearbox components/parts and or any other items/parts that is carried out to the extreme will result in said components etc; being deemed as outside the Class regulations and non-compliant and thus prohibited. "Blueprinting" of engine and or gearbox is prohibited – See Rule 28 - Check Sheet.

**6 ENGINE LOCATION****6.1 Engine Location – Restricted.**

The engine must be fitted in the vehicle with:

i. The rear axle centreline behind/to the rear of the rearmost part of the engine or gearbox casing. See Fig. 40

ii. The uppermost part of the engine cylinder head (i.e., below the rocker cover gasket) no more/greater than 565mm above the top of the bottom near side chassis rail. See Fig. 41.

iii. The centreline of the engine (deemed to be between ports 2 & 3) located within 50mm pf the centre-line of the vehicle, allowing a slight engine offset. See Fig. 42.

iv. The engine angle of inclination must be within a tolerance of +/- 5 degrees of engine manufacturers stated standard production inclination angle. See Fig. 44.

N.B. It is the responsibility of the competitor/driver to prove and confirm that the angle of inclination complies with the stated tolerance.

If necessary, the vehicle shall/can be loaded onto a trailer and levelled with a “spirit level”, inclinometer or equal device with the sump pan gasket and/or manufacturers name on the alternator or timing cover and/or the oil level window used to determine the actual angle of the engine in the vehicle.

## 7 TRANSMISSION.

### 7.1 Gearbox/Transmission – Restricted.

The transmission or gearbox must be as designated and correct as standard production for the engine concerned and remain as per the manufacturer’s original standard production specification, complete with all gears. Modification prohibited.

The transmission must be located such that it is connected to the engine as per original manufacturer’s specification.

### Gearbox Casing.

Removal of gearbox casing material forward of the centreline of the front sprocket is permitted to facilitate prevention of damage should the drive chain snap/fail.

### 7.2 Gear Lever.

A single gear lever or operating device must be fitted to control the operation of the transmission system ‘gear change’ mechanism for the engine.

### 7.3 Clutch Type & Operation – Restricted.

Standard production and standard production replacement clutch only permitted.

A single clutch pedal or engagement lever must be fitted to control the operation of the ‘clutch mechanism or engaging’ drives to the transmission system mechanism from the engine.

### 7.4 Drive.

Drive must be effected by the two rear wheels only.

Either:

By chain direct from engine gearbox to axle sprocket.

Or:

By the use of a gearbox sprocket to gear driven axle “drive box”.

### Drive Sprockets – Restricted.

Standard production style front drive sprocket to be used; number of teeth free.

Drive sprockets must remain in standard production location and may not be extended away from the gearbox casing.

### Chain Tensioner – restricted.

Single tensioner only permitted.

### Rear Axle Centreline Location – Restricted.

The rear axle centreline must be behind/to the rear of the rearmost part of the engine or gearbox casing and lie within 50mm of an imaginary line drawn through the centre of both rear wheel hub centres. See Fig. 43.

### 7.5 Drive Shafts. - Type free.

### Drive Shaft Offset angle – restricted.

This must be low as restricted by axle centreline location.

### 7.6 Wheel Hubs.

Material – Must be metal.

Type free.

### 7.7 Differential(s)

Prohibited.

## 8 VEHICLE DIMENSIONS AND WEIGHT.

### 8.1 Chassis Configuration.

The Chassis and whole vehicle must be equal about the vehicle centreline +/- 25mm tolerance.

### Note.

The use of offset wheels to produce vehicle “stagger” prohibited.

### 8.2. Wheelbase & Track – Restricted.

Wheelbase Minimum when measured at any time = 76” (1930mm) (1.93mtrs).

Track Maximum = 2000mm (2mtrs).

### 8.3 Vehicle Weight – Restricted.

The total minimum weight of the complete vehicle excluding driver at any time is **365 Kg**.

### 8.4 Vehicle ride height.

The vehicle ride height is free.

## 9 STEERING.

### 9.1 Steering Wheel.

A full circumference steering wheel must be used. It must have a minimum diameter = Free.

### Note.

It is the driver's responsibility to ensure that the steering wheel is secure at all times. Steering wheels may be subject to random spot checks of steering wheel fixings whilst on the starting line.

- 9.2 Steering Wheel Mounted Controls. – Restricted.  
Steering wheel mounted controls permitted. However, they must not impede, entangle, unlock, unfasten, disengage nor prevent the correct reach and or access to and or operation of any safety harness or other driver operated vehicle controls (e.g., Steering. Ignition switch. Cut off switch. etc.).
- 10 CHASSIS & ROLL CAGE – As Specials - General.**
- 11 CHASSIS PANELS – As Specials - General.**
- 12 SAFETY SHIELDS & GUARDS – As Specials - General.**
- 13 PROTECTION – As Specials - General.**
- 14 SUSPENSION.**
- 14.1 Front Suspension - Type Restricted.  
Suspension components must be of metal.  
"Inboard" suspension is permitted.  
One shock absorber per vehicle corner i.e., 2 per front – 1 Offside, 1 Nearside.
- 14.2 Rear Suspension - Type Restricted.  
Suspension components must be of metal.  
"Inboard" suspension is permitted.  
One shock absorber per vehicle corner i.e., 2 per front – 1 Offside, 1 Nearside.
- 14.3 Shock Absorber Type – Restricted.  
As manufactured by Avo, Gaz, Protec, Shock Tec and Spax only.  
Only single adjustment on unit to control both bump and rebound setting permitted.  
Spring platform adjustable type permitted.  
Remote "canister" types prohibited.  
Note.  
Any shock absorber that does not have a single body, single ram/piston or has been adapted from an item that has more than one adjuster for the bump and/or rebound or body type and is not currently available for sale to the general public is not permitted.  
It is the Competitors and/or race vehicle constructor's responsibility to contact the F600 committee and or Scrutineer to confirm that the shock absorber considered for use is eligible **before** using it in the vehicle.
- 14.4 Suspension Springs  
Free.
- 15 WINDSCREEN/GLASS – As Specials - General.**
- 16 SAFETY HARNESS - As Specials - General.**
- 17 SEAT - As Specials - General.**
- 18 FIRE EXTINGUISHER - As Specials - General.**
- 19 VEHICLE IDENTIFICATION - As Specials - General.**
- 20 ELECTRICAL / INSTRUMENTS.**
- 20.1 Battery Size and number off – Restricted.  
A single standard "motorcycle" battery must be used.  
The electrical capacity of the battery must not exceed 20 Ah.  
Lithium and or Lithium type battery prohibited.  
The fitting of an extra-large battery and/or large and or high thickness battery containers may be construed as ballast (For enclosure type see Specials - General 1 Rule 20.8).
- 20.2 Electrical Battery location - Restricted.  
The electrical battery must be positioned  
**Either**  
To the rear of the rear roll cage uprights and be below the top face of the rear brace bars and be forward of the centreline of the rear drive axle.  
Note.  
The drive shafts do not form part of the rear axle for the purposes of this measurement; if the rear wheel hub centres are not parallel with the drive axle, then the point of reference must be the chain axle or drive box axle centreline. See Fig. 40 showing drive axle (Chain/Box) centreline.
- Or** Within the Driver's compartment - See Specials - General Rule 20.6.
- Nose Cone.  
The fitting of an electrical battery enclosure/box/container within the nose cone is permitted subject to type of nose cone construction. See Specials - General Rule 10.22.

20.3 Instrumentation & Gauges.  
Instrumentation and gauges free.

20.4 Ignition System & ECU

- i. It is not permitted to adjust ignition timing, cam/valve timing, ECU map or injector timing beyond the standard production serviceable limits and or settings stated by the original engine manufacturer's tolerances / standards and recommended in the relevant workshop manual for that make and model of engine.
- ii. It is only permitted to have the ECU "Flashed" to remove the proximity key sensing feature and enable operation of the ignition system without the key being present.
- iii. The ECU must be from the appropriate year and model of engine used and cannot be interchanged/swapped between models.  
Competitors/drivers must state to the scrutineer upon request, the model of engine used in the vehicle and the appropriate ECU, throttle bodies and exhaust headers/manifold must be determined for that particular model.
- iv. Throttle position sensors and or potentiometers must be retained and function as per original manufacturers intention.
- v. No additional after-market components to be fitted into the ignition system and/or ECU.
- vi. The complete ignition system must operate as per the original engine manufacturer's intentions.

**21 FUEL**

21.1 Fuel Delivery Systems – Restricted.

Carburetion:

Type and capacity must be as standard production for the make and model of engine concerned.

Jetting free.

Air filter and air boxes free.

"Flat Sides" prohibited.

Fuel Injection.

Type and capacity must be as standard production for the make and model of engine concerned.

Air filter and air boxes free.

Modification to injectors, throttle bodies, fuel control/delivery systems including ECU and the original manufacturers standard production "Map" prohibited.

Carburetion & Fuel Injection.

Localised modifications are permitted for the purpose of connecting accelerator and or choke cables.

All other modifications and/or additions, omissions, or alterations are prohibited.

Note.

Where carburetors and or injection systems do not have positive fixings to attach them to a manifold or engine (i.e., nuts/bolts), then a steel wire tether must be fitted to retain them in the event of an accident or roll over.

21.2 Fuel Pump & Regulator.

Fuel pump and regulator type and capacity free.

21.3 Fuel Filter.

Fuel filter type, number, and capacity free.

21.4 Fuel Tank Location – Restricted.

The fuel tank must be positioned to the rear of the rear roll cage uprights and be below the top face of the rear brace bars and be forward of the centreline of the rear drive axle.

Note.

The drive shafts do not form part of the rear axle for the purposes of this measurement; if the rear wheel hub centres are not parallel with the drive axle, then the point of reference must be the chain axle or drive box axle centreline. See Fig. 40 showing drive axle (Chain/Box) centreline.

21.5 Fuel Tank - Nose Cone.

The fitting of a fuel tank within the nose cone is not permitted.

**22 COOLING SYSTEMS**

22.1 Radiators & Coolers.

Number and type free.

Location – restricted. See Rule 22.3.

22.2 Water & Coolant Pipes.

Water and coolant pipes/hoses must be of metal or proprietary flexible hose. Type free. Silicone hoses permitted.

22.3 Water Radiators and expansion/header tanks and Oil radiator's location – Restricted.

Water Radiators and expansion/header tanks and Oil radiators and tanks must be positioned to the rear of the rear roll cage uprights and be below the top face of the rear brace bars and be forward of the centreline of the rear drive axle.

See Fig 45.

Note.

i. The drive shafts do not form part of the rear axle for the purposes of this measurement; if the rear wheel hub centres are not parallel with the drive axle, then the point of reference must be the chain axle or drive box axle centreline. See Fig. 40 showing drive axle (Chain/Box) centreline.

ii. Water Radiators must have radiator protection bars fitted.

iii. Oil radiators and tanks depending upon their location may be required to have protection bars fitted.

See Specials – General - PROTECTION – Rules 22.8 & 22.9.



- 22.4 Water Pump  
As Standard production.  
Modifications to the engine water pump including housing prohibited.
- 22.5 Oil Sump.  
As standard production in design and location.  
Modifications to the engine oil sump prohibited.  
Addition of sump baffles prohibited.  
Addition or modification to oil pick up pipe prohibited.
- 22.6 Oil Pump.  
As standard production.  
Modifications to the engine oil pump including housing prohibited.
- 22.7 Oil Coolers.  
The standard production engine oil cooler may be removed or retained.  
Note.  
If the oil cooler is retained it must remain in its standard production location and position.  
The fitting/use of an aftermarket oil cooler is prohibited.

## 23 BRAKES.

- 23.1 Front Brakes.  
Type is Free.  
Note. The use of “Kart” and or “Bicycle” brake disc and or brake calliper/components is prohibited.
- 23.2 Rear Brakes.  
Type is Free.  
A brake calliper may be fitted such that it is either “Inboard” or “Outboard.”  
Note.  
The use of “Kart” and or “Bicycle” brake disc and or brake calliper/components is prohibited.  
The nearside and offside brake device must not be on the same side of the axle “Drive box” or “Differential” or centreline.  
See Specials General - Fig. 32.
- 23.3 Handbrake/Start line braking handbrake.  
As Specials General – Rule 23.5.
- 23.4 Brake proportioning - Restricted.  
As Specials General – Rules 23.1 & 23.7.

## 24 WHEELS.

- 24.1 Type – Restricted.  
All Wheels must be fit for purpose.  
One-piece steel and or one-piece alloy wheels only permitted.  
Two (2) and or Three (3) and or multiple piece wheels prohibited.  
ATV, Quad & Motorbike wheels prohibited.
- Billet Type.  
The use of “Billet” and or “Billet” type wheels prohibited.
- Beadlock Wheels.  
The use of Beadlock and or Beadlock type wheels prohibited.
- 24.2 Width & Diameter – Restricted.  
Maximum permitted width is 6J (6”).  
Non-Drive Wheels - Maximum permitted wheel diameter is 15”.  
Drive Wheels – Maximum permitted diameter is 15”.
- 24.3 Wheel Offset/Inset  
Free.
- 24.4 Modification – Restricted.  
Modification of a proprietary manufactured wheel is prohibited.
- 24.5 Wheel Spacers  
The fitting of wheel spacers is permitted.  
Wheel spacers must be fit for purpose. The use of over large or excessively sized spacers prohibited.
- ## 25 TYRES.
- 25.1 Tyre Size (All Axles) – Restricted.  
Front Axle (Non-Drive Wheels) - Maximum size – 195 x 15.  
Rear Axle (Drive Wheels) – See Rule 25.2.

**25.2** Control Tyres.

As of 1 January 2024:

Control Tyres of the NASA specified type only are permitted on “Drive Wheels”.

NASA Specified Type: TORQUE TQ025 M&S tread pattern tyres.

Permitted Sizes:

175/70x13.

175/65x14.

185/65x14.

185/70x14.

185/65x15.

195/55x15.

# Control Tyres Wet Weather.

NASA Specified Type: Maxsport RB1.

Permitted Sizes:

175/70x13.

175/65x14.

185/65x14.

185/70x14.

185/65x15.

195/55x15

**26 EXHAUST & SILENCING.****26.1** Exhaust systems - Restricted.

The exhaust system from exhaust port to collectors must remain as standard production for the engine concerned. i.e., remain as standard size, configuration, and position/location.

**26.2** Exhaust Silencer - Restricted.

The noise limit must not exceed a maximum of 102dBa at 10,000 RPM.

Competition and or race silencers prohibited.

Road legal silencers suitable for road use only permitted.

The silencer must be complete with any “baffles” supplied and fitted by the original exhaust silencer manufacturer, to ensure road legal compliance. The “baffles” must be correctly installed/fitted at all times during scrutineering and racing. Removal, repositioning and or any modification of said “baffles” is prohibited.

**27 BALLAST.****27.1** The use of specified “Ballast” is permitted.

Ballast must be as specified. Other forms of “Ballast” are prohibited.

Ballast Location – Restricted.

Ballast must be located centrally, between nearside and offside chassis floor limits, at the non-drive part of the vehicle.

It must be fitted at either and/or both of the following permitted locations:

i. Adjacent to the vehicle front between the foot pedals and most forward part of the chassis.

ii. Adjacent to the driver’s seat – either beneath the seat and/or rear of the driver’s seat,

**27.2** Ballast Type.

Ballast shall be constructed of steel and be in “Plate” form to the following dimensions.

Overall size limit maximum = 200mm L x 150mm W x 75mm Total Thickness.

Ballast may be removable and or adjustable.

Adjustment shall be by means of the use of individual steel plates.

The maximum thickness of any individual plate is 10mm thickness. i.e. the number of individual ballast plates is free subject to the maximum total overall thickness of 75mm.

Maximum weight of ballast = 15 Kg.

**27.3** Ballast Fixing/Mounting.

The ballast must be fixed to a ballast mounting base plate and be held down by a ballast top plate.

The ballast mounting base plate and ballast top plate must be constructed of steel and be 200mm L x 150mm W with a minimum thickness of 10mm and a maximum of 14mm thickness.

The ballast mounting plate must be fixed (Bolted/welded) to the vehicle chassis. It is not permitted to be fixed to vehicle floor or panelling/bodyshell.

If bolted then a minimum of 4 No 10mm Diameter HTS (Minimum grade 8.8) must be used. If welded there shall be a minimum of 4 x 25mm stitch welds.

The individual ballast plates must be fixed to the mounting base plate and held in place by a ballast top plate by means of a minimum of 2 No. 12mm Dia HTS (Minimum grade 8.8) bolts & full nuts (Type - Plain with spring washer or Nyloc). A minimum of 10mm thread must protrude from the top of the Ballast top plate at all times. See Specials General Fig. 34.

**28 CHECK SHEETS.**

NASA & F600 Committee reserves the right to designate the information reference source and the method of engine power output and or engine and its components checking and to revise the check sheet data at any time. Also, for gearbox and gearbox component checking.

Note.

The 'Vehicle Check Sheet' data and other designated information source will be used in conjunction with the motorcycle vehicle Haynes Manual and/or motorbike vehicle original manufacturer's technical information/data as a reference when checking the eligibility and legality of the vehicle and or any of its components/parts.

Components used must be "Standard production" or "Standard production replacement" items unless otherwise specified. Components specifically manufactured for and or fitted to motorcycle "Enduro", "ATV", "Motocross", "Rallye", "Homologation", "Motorsport", and or "Competition" including low volume/number (e.g., less than 500) "Limited edition" and or "Special" type models or variants of vehicle by the original motorcycle vehicle manufacturer or manufacturer appointed organisation or company are prohibited.

It is the Competitors and/or race vehicle constructor's responsibility to contact a F600 Scrutineer to confirm that the engine and or any engine component/part and gearbox and gearbox component part chosen is eligible **before** using it in the vehicle. NASA & F600 reserves the right via an appointed Scrutineer to permit, reject and or prohibit an engine or engine component/part and or gearbox or gearbox component part as being suitable or unsuitable for the class at any time.

PERMITTED AND PROHIBITED ENGINES.

The lists of permitted and prohibited engines are not fixed.

NASA reserves the right via an appointed Official and or Scrutineer to permit, reject and or prohibit an engine as being suitable or unsuitable for F600 Autograss racing at any time.

It is the Competitors and/or race vehicle constructor's responsibility to contact a Scrutineer to confirm that the engine concerned is eligible **before** using it in the vehicle.

Permitted Engines.

Those that comply with the permitted engine list.

Prohibited Engines.

Any engine by a manufacturer not listed as permitted.

Any engine manufactured after the stated year limit.

Any engine with a cubic capacity greater than 600cc.

Wheels - Size (All Axles)

Front Axle – Maximum 15".

Rear Axle – 13", 14" or 15" only.

Tyres - Size (All Axles).Front Axle.

Maximum size – 195x15.

Rear Axle – Control Tyres Only - TORQUE TQ025 M&S tread pattern.

175/70x13.

175/65x14.

185/65x14.

185/70x14.

185/65x15.

195/55x15.

Control Tyres Wet Weather.

NASA Specified Type: Maxsport RB1.

Permitted Sizes:

175/70x13.

175/65x14.

185/65x14.

185/70x14.

185/65x15.

195/55x15

Wheelbase.

Wheelbase Minimum = 76" (1930mm) (1.93mtrs).

Track.

Track Maximum = 2000mm (2mtrs).

**FIGURES.**

All as **SPECIAL - GENERAL.**

Additional Figures applicable to class: -

FIGURE 31a – ENGINE SEALING.

**See Figures 31a - SPECIALS - GENERAL.**

FIGURE 31b – ENGINE SEALING.

**See Figures 31b - SPECIALS - GENERAL.**

Fig. 40 ENGINE LOCATION to DRIVE AXLE CENTRELINE RELATIONSHIP

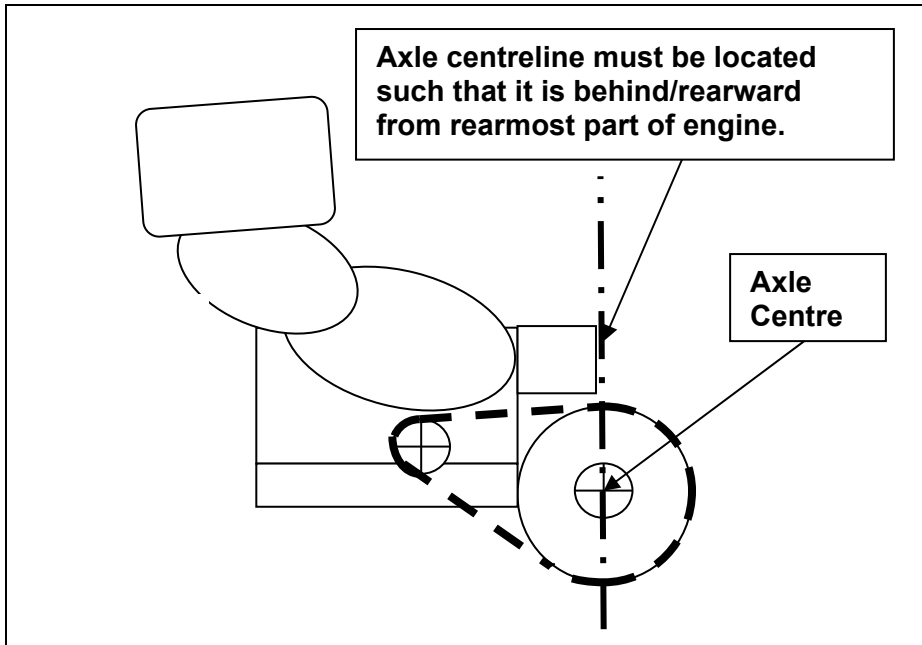


Fig. 41 ENGINE CYLINDER HEAD HEIGHT LIMIT.

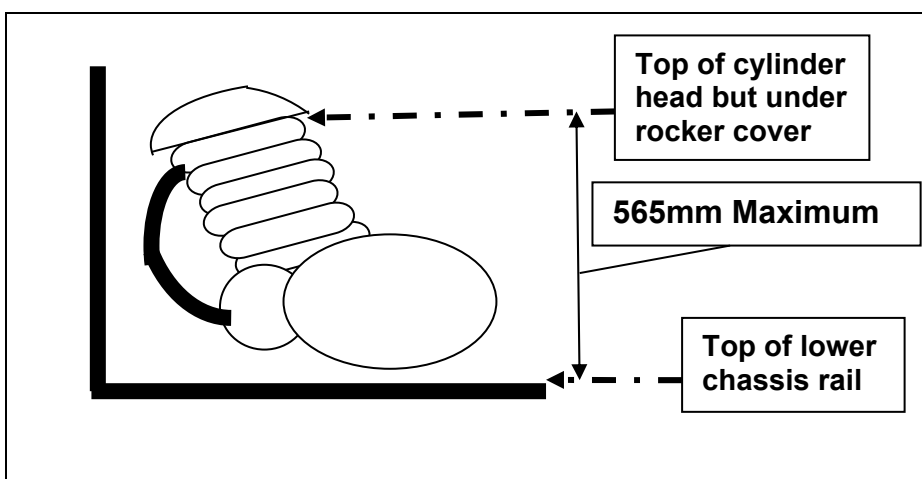


Fig. 42 ENGINE CENTRLINE RELATIONSHIP TO VEHICLE CENTRELINE

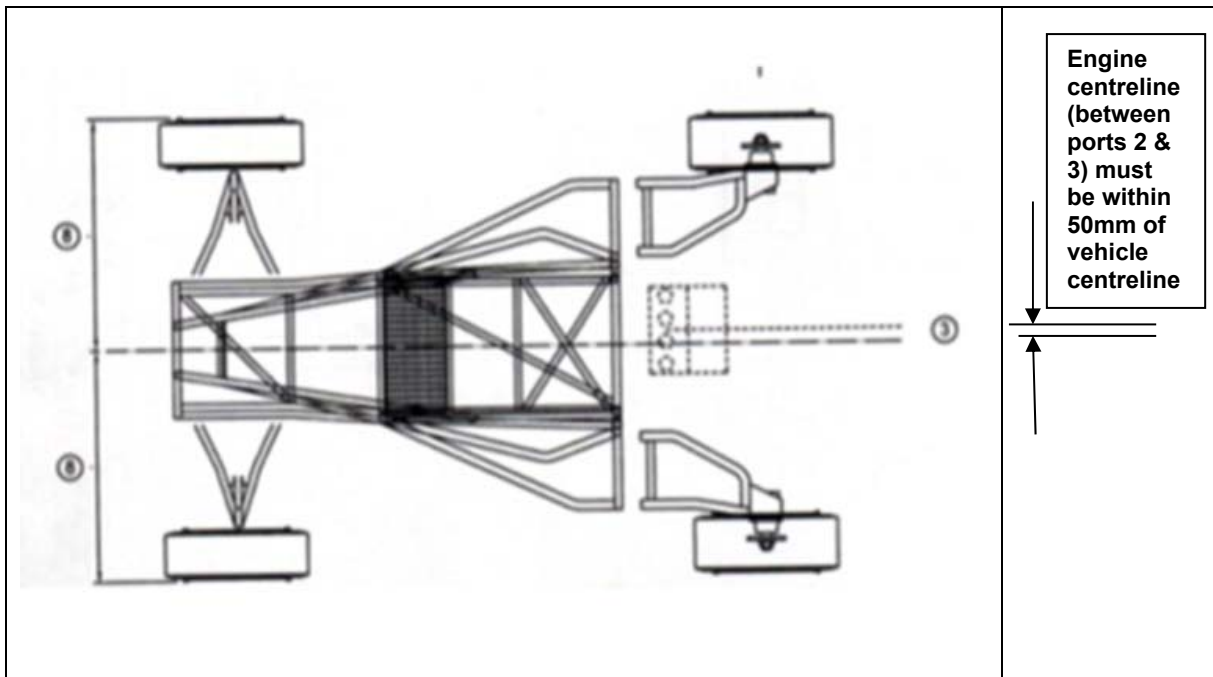


Fig. 43 DRIVE AXLE RELATIONSHIP TO WHEEL HUB CENTRELINE

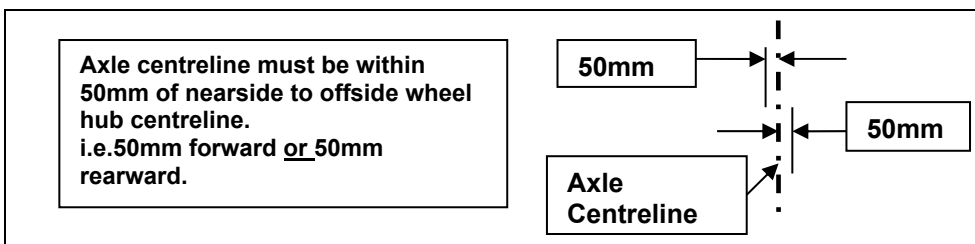
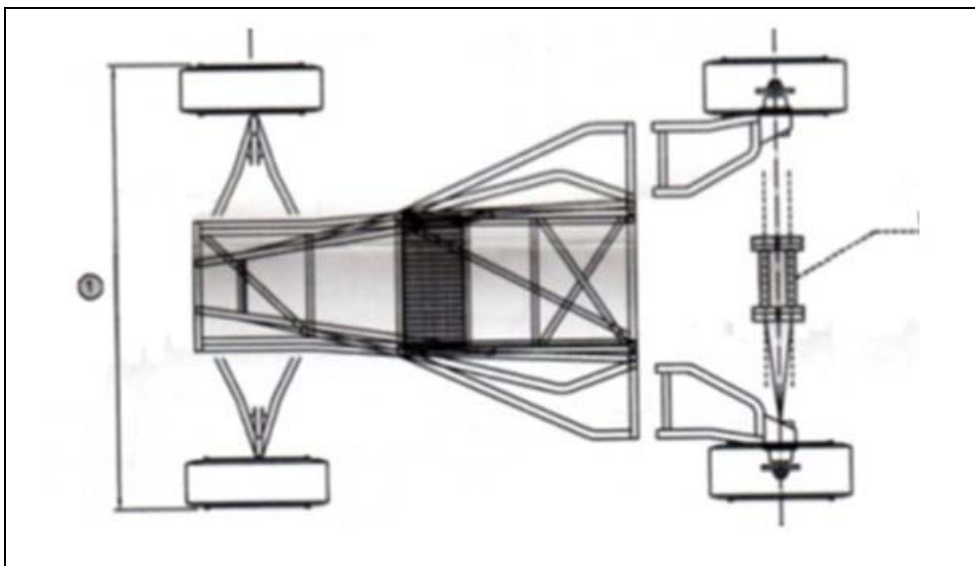


Fig. 44 ENGINE - ANGLE OF INCLINATION  
Figure is diagrammatic only.

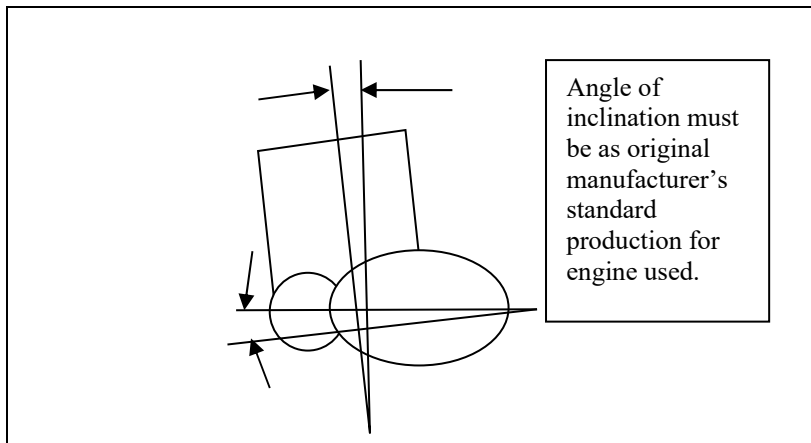
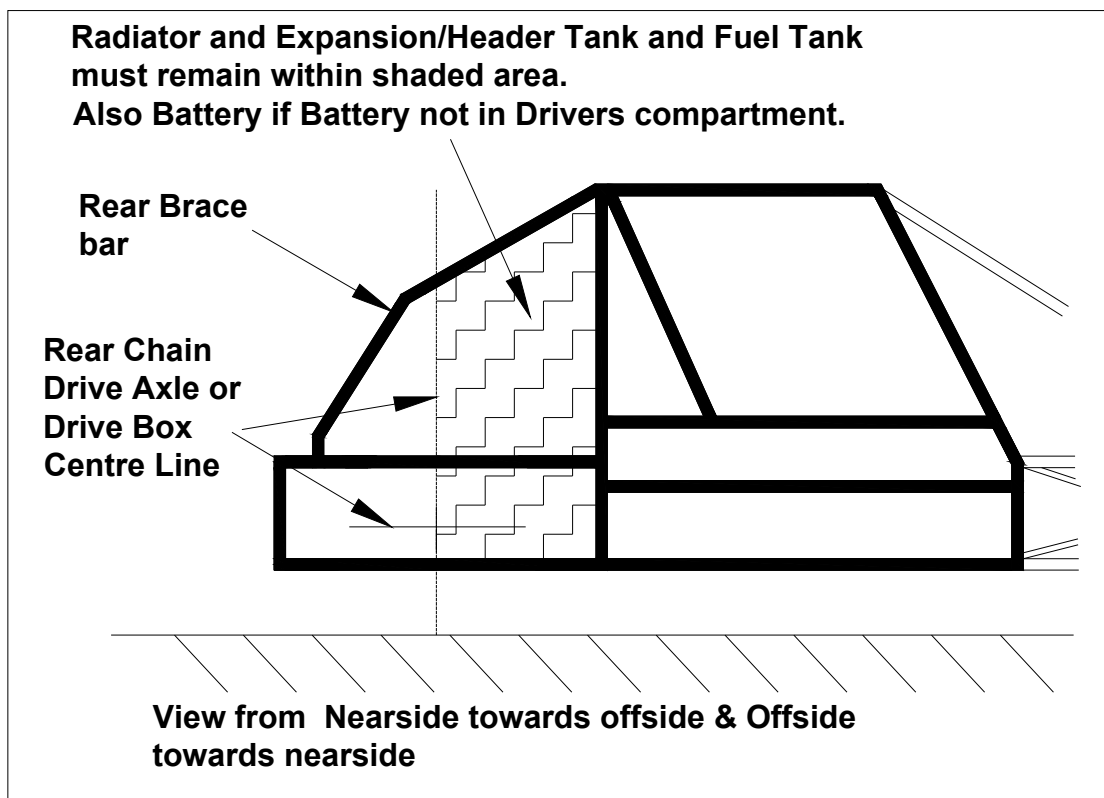


FIGURE 45 RADIATOR & EXPANSION TANK AND FUEL TANK LOCATION.  
N.B. F600 Radiator (Water & Oil), expansion tanks and fuel/oil tank locations are restricted.



**NASA NOISE TEST CHART**

<b>CLASS</b>	<b>ENGINE</b>	<b>TEST RPM</b>
<b>1</b>	4 Cyl	4500
<b>2</b>	4 Cyl	4500
<b>3</b>	4 Cyl	5000
	V4 / V6 / V8	4500
	Chevy V8	3500
<b>4</b>	4 Cyl	5000
<b>5</b>	4 Cyl	5000
<b>6</b>	4 Cyl	5000
	V4 / V6 / V8	4500
<b>7</b>	4 Cyl	5000
	M'Bike	8000
	V4 / V6 / V8	4500
	Chevy V8	3500
	Twin M'Bike	8000
	M'Bike V8	8000
<b>F600</b>	M'Bike 600cc	10000
<b>8</b>	4 Cyl	5000
	M'Bike	8000
<b>9</b>	4 Cyl	5000
	V4 / V6 / V8	4500
<b>10</b>	4 Cyl	5000
	V4 / V6 / V8	4500
	Chevy V8	3500
	Twin M'Bike	8000
	M'Bike V8	8000

## APPENDIX 1 - RACE CAR PASSPORT GUIDE

F600 Chassis Tag Number	Car Number
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NASA Chassis Tag Number	Noise Test
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RULE	DESCRIPTION	MEASUREMENT/ NUMBER RESULT
8.2	Wheel Base Length	
6.i.	Drive Shaft to Engine Casing	
6.ii.	Engine Height	
6.iii.	Engine Off Set	
6.iv.	Engine Tilt Angle	
14.3	Shock Absorbers (Make)	Avo   Gaz   Spax   Protech   Shock Tec
4.1	Engine Type	
4.5	Gear Box Casing Material Front Sprocket	
20.4	ECU Seal Number	
7.4	Half Shaft Rule	
5.1	Timing Cover Seal	
5.1	Cam Cover Seal	

- Every F600 race car should have its own unique 'Passport' completed by the Scrutineers the first time the car is checked.*
- The information is kept on a central database and is unique to the car not the driver(s).*
- The above guide shows the points that will be covered by the initial inspection so that you can check them off yourself before presenting the car for scrutineering.*

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# DRIVERS COPY ONLY

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**The construction rules in this book are intended  
for use by Autograss cars taking part in  
Autograss events as defined by the  
NATIONAL AUTOGRASS SPORT  
ASSOCIATION  
on a natural surface and are not necessarily  
considered safe for other forms of motor sport.**

**Drivers are advised that if they intend using their  
cars at events, other than events as defined by the  
NATIONAL AUTOGRASS SPORT  
ASSOCIATION**

**They should ensure that their cars comply with  
the organiser's construction rules.**

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