



2019 American Iron Extreme National Champion Robert Shaw

American Iron Extreme Racing Series 2020 EDITION

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National Auto Sport Association

National Office

P.O. Box 2366

Napa Valley, CA 94558

<http://www.nasapracing.com>

510-232-NASA

510-412-0549 FAX

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American Iron Extreme Racing Series

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Official Rules Rules Subject To Change 2020 Rules and Classifications

1. Introduction

The American Iron Series is a series with 3 classes: Spec Iron (SI), American Iron (AI) and American Iron Extreme (AIX). The American Iron Extreme Series was created to meet the needs of domestic sedan racers looking for a series specifically tailored to accommodate highly modified vehicles that are currently relegated to racing in Unlimited or Spec-limited classes. This class is designed to field a large high-profile group of American Muscledcars and will unify fields of cars that currently race in other sanctioning organizations. This large field/open modification concept will provide racers and vendors access to a promotional racing venue containing similarly prepared and appearing cars that can run nearly unlimited configurations.

2. Intent

The American Iron Extreme Rules encourage each competitor 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 and competitiveness of the vehicle and create promotional exposure for vendors. It is the intent of the series to serve as a “showcase” for aftermarket tuners and manufacturers and to create tremendous exposure for their products and services while providing a friendly, accommodating, and challenging environment for the series drivers. This approach is intended to create a reciprocal relationship that will encourage the aftermarket tuners to give their full support and attention to the competitors in the series. Good sportsmanship is valued more than finishing position. This means clean, well-executed passing is to be a trademark of the series. Punting another competitor, or leaning on them to gain a position will not be tolerated. Car to car contact including bump drafting can result in an investigation and possible sanctions. Manipulating the race start, yellow flags or race results in an unsportsmanlike manner is also unacceptable and will result in possible sanctions.

3. Sanctioning Body

The American Iron Extreme Series is supported and sanctioned by the National Auto Sport Association (NASA). All race events are governed by the rules set forth by the American Iron Extreme Series Directors and NASA officials. All competitors agree to also abide by the rules set forth in NASA’s current Club Codes and Regulations (NASA CCR) and any supplemental rules issued by the American Iron Series Directors.

4. Eligible Manufacturers/Models/Configurations

- a) All 1960 through present, American-made sedan vehicles/body styles certified by the United States Department of Transportation for street use at their date of manufacture. (OEM and aftermarket “Body in White” type vehicle shells are allowed provided the body style is the same as original DOT manufacture.)
- b) 100-inch wheel base minimum.
- c) Front engine.
- d) Rear wheel drive
- e) Solid rear axle or independent rear suspension (IRS)* * See Rule 6.2.3
- f) No full tube frame chassis conversions will be allowed.* * See Rule 7.3.3
- g) Vehicle must retain its stock front clip, floorpan, and subframe, but certain modifications are allowed per the rules.
- h) “OEM” for purposes of these rules is defined as Ford Motor Company, General Motors, or Chrysler Group LLC. OEM also includes tuner/racer package cars such as Shelby, Roush, Saleen, Hennessey, FR500 and others provided the vehicle body meets the rules herein OEM does not include small volume

specialty manufacturers such as Short Wheelbase (SWB) Thunderbirds where base vehicle bodies dimensionally differ from the final OEM product

5. Safety

5.1 Safety Requirements

All safety requirements will follow NASA standards as detailed in the NASA CCR. Where the American Iron Extreme Series Rules and the NASA CCR's differ, the American Iron Extreme Series Rules will supersede 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 systems, harnesses, window nets, safety switches, and proper driver attire. Regardless of vehicle weight, the use of 1.75 inch x .120 inch DOM roll cage material is highly recommended.

5.2 Class Safety

The NASA Chief Scrutineer or American Iron Extreme Series 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.

5.3 Steering Wheel Lock

Steering wheel locks must be removed.

5.4 Air Bags

All cars equipped with air bags must either have the systems disabled or removed. Only an American Iron Extreme Series Director can make an exception to this rule.

5.5 Sunroofs/Moonroofs

Sunroofs or Moonroofs made of glass must be either:

- a) Removed from the vehicle during competition; or
- b) Replaced by an acceptable covering such as sheet metal, composite or carbon fiber that is securely attached to the vehicle covering the opening. Metal sunroofs may be retained if additional fasteners are used to secure them to the vehicle.

5.6 Drive Shaft/Torque Arm Safety Loops

A drive shaft safety loop is required to retain the front end of the drive shaft in the event of a universal joint failure. A suitable torque arm safety loop is also highly recommended to retain the torque arm in the event of a torque arm mount failure.

5.7 Scattershield

The installation of a scattershield or explosion-proof bell housing is not required but is highly recommended.

5.8 Master switch

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

5.9 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 and maintained in accordance with the rules set forth in the NASA CCR.

5.10 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

5.11 Convertible/T-top Cars

Convertible/T-top cars are allowed to compete in the series. Convertible cars must have an additional support bar added to the roof halo of the roll cage either running from front to back following the centerline of the car or diagonally from the front driver side to rear passenger side.. This bar is not required but is recommended for T-top cars. Convertible/T-top cars must also employ arm restraints as required by the NASA CCR unless permanently fixed roof panels have been installed per 5.5(b). Convertible cars must run with the top down during competition and provide suitable means to prevent the top from deploying in the event of a rollover. Convertible cars may remove the entire top assembly and mechanism and T-top cars must remove the T-tops during competition unless they are securely and permanently attached.

5.12 Roll Cage

The roll cage must comply with the roll cage standards of the NASA CCR. However, a roll cage may also provide additional chassis stiffening through the use of alternative mounting points. As such, the roll cage mounting points are unrestricted. The roll cage may also pass through the firewall and attach to the front shock towers. Additional bracing may

also be welded to the front of the shock tower and extend forward and down to the forward most part of the original frame rail. This bracing may not pass through the shock tower and must not form the upper mounting point for an aftermarket SLA system as the SLA must still remain within the original shock tower. The mounting plate material must conform to the specification in the NASA CCR but the plate size and design is unrestricted. Interior body panels and sheet metal may be bent or altered to accommodate the roll bar design.

5.13 Door Safety Bars

All vehicles must meet the door safety bar requirements found in the NASA CCR at Section 15.6.12 but gutting of the door beyond what is solely necessary to fit cage bars is allowed.

5.14 Seats

Seats must be of a fixed-back competition type. No reclining seats are allowed.

6. Car Classifications

In order to maintain a fair and competitive racing field, all cars must conform to specific class rules. Vehicle measurements will be taken post-race with driver. No addition of any fluids, removal of equipment, adjustments or other activity that could modify the vehicle is allowed prior to impound. Also, no other adjustments that could adjust weight or power figures may be made to the vehicle from the time it enters the track for competition or qualifying until the time it is released from impound by an official.

6.1 Track Width & Wheelbase (AIX)

Vehicle	Maximum Wheelbase	Max Track Width
'79-'04 Mustang	103.00"	80.0"
'05-up Mustang	109.00"	80.0"
rd '82-'92 3Gen Camaro	103.50"	80.0"
th '93-'02 4Gen Camaro	103.50"	80.0"
th '10-up 5Gen Camaro	113.00"	80.0"
'04-up Pontiac GTO	113.00"	80.0"
'08-up Dodge Challenger	116.00"	80.0"
'78-'87 Grand National	110.50"	80.0"
All other AIX Vehicles	Within 2.5" of OEM	80.0"

6.2 Power & Weight

The American Iron Extreme (AIX) class has no HP or TQ limit and does not require a dyno certification. The minimum weight for an AIX car is 2700 pounds with driver.

6.2.1 Track Width & Wheelbase

All AIX cars will have a maximum allowable track width of 80.0 inches (measured at the outside edge of the tires). The track width measurement will be taken with driver at a point three inches from the ground by using two metal plates similar to the Longacre #7950 toe plates. The measurement used for compliance will be the average of the front of the tire and rear of the tire width measurements at the three inch height after accounting for the width of the plates. The plates will be placed flush against the tire and not perpendicular to the ground for the measurements.

6.2.2 Ride Height

Minimum ride height is 4 inches to be measured with driver. Measurement to be taken at the lowest point of the rocker panel, but not to include welded seams or fasteners. This does not include splitters, exhaust, torque arms, side skirts or other components. Rocker panels may not be modified from OEM. Isolated rocker panel damage may be corrected to prevent erroneous ride height readings. Ground effects should have an access hole near the front footwell for purposes of checking this measurement. Without a

suitable means of checking ride height, ground effects may have to be removed to enforce this rule.

6.2.3 Independent Rear Suspension – IRS

IRS suspensions may be added to AIX vehicles without limitation meaning cradle configuration, pickup points, control arms, bushings, and differential housings are all unrestricted. AIX cars may “notch” the rear frame rails for suspension clearance.

7. Modifications

7.1 Performance

Any performance modification is allowed provided the car complies with the class configuration specifications defined in Section 4. Primary fuels permitted are any grade commercially available unmodified gasoline or ethanol blends such as E85. Secondary fuels such as Alcohol or methanol injection is NOT allowed. American Iron Extreme cars are unrestricted in all performance modifications with the exception of using Nitrous Oxide power adder systems. Use of Nitrous Oxide power adder systems is specifically outlawed.

7.2 Tires/Wheels

Any size readily available commercially sold tire is allowed (racing slicks or DOT tire.) However, AIX competitors may only use a maximum 18-inch diameter wheel with a maximum width of 13 inches. Tire shaving, tire grooving and tire treatment is allowed.

7.3 Frame

The entire tub, floorpan, firewall, and frame assemblies including the cowl and windshield frame must remain in the stock position and cannot be relocated. “Cowl” is defined as the metal structure installed by the factory between the firewall and base of the windshield. “Frame” and “frame rail” are defined as the parallel boxed metal rails running the length of the car that form the basis of the unibody or frame. “Floorpan” is defined as the sheet metal forming the floor and trunk floor of the car. Cars may not be “channeled” to raise the floor within the body or lower the body below the frame rails. The only modifications to these structures allowed will be in the following instances and no secondary purpose for a modification is allowed (i.e. electrical cable passage facilitating suspension clearance). If a modification is not listed below it is specifically not allowed.

- a) To facilitate the addition of safety equipment such as subframe connectors and roll cage bracing (i.e. roll cage may extend through the firewall to strut towers)
- b) To facilitate plumbing or electrical access. Plumbing shall include intercooler or intake piping, but all air intakes must be mounted outside the cockpit.
- c) To facilitate transmission fitment or access.
- d) For installation of a fuel cell or fuel tank access. OEM fuel tanks must remain in their original location. Fuel cell location is unrestricted but must comply with the Nasa CCR.
- e) For exhaust clearance. This does not allow exhaust components to be run through the firewall, which is not allowed.
- f) To facilitate installation of and access to ignition and induction components in 4th generation F-body GM vehicles. Allowed modification is restricted to removal or clearancing of the cowl/wiper bucket area. The cowl and firewall must remain otherwise intact.
- g) To facilitate the installation and removal of valve covers on 2005 or newer Mustangs. Allowed modification is restricted to clearance the cowl/wiper bucket area. The cowl and firewall must remain otherwise intact.
- h) The floorpan may be modified for the purpose of facilitating the installation of a three-link type suspension. Such modification is limited to the minimum amount of material removed to allow clearance for the "third link". The 'third link' can be a single upper control arm connected on both ends, a single torque arm connected on both ends, or two decoupled links that serve the purpose of a single coupled link. ie a decoupled torque arm or ecoupled three link. All components that intrude into the cockpit must be covered.
- i) **Rear** Frame rails may be “notched” for suspension clearance.
- j) AIX vehicles may have the rear floorpan between the frame rails removed from the roll cage main hoop rearward, but the frame rails must remain intact and a suitable covering must be in place to provide a bulkhead between the driver compartment and the ground.

7.3.1 Radiator core supports may be removed or modified but frame rails must remain intact. Note frame rails inside the engine compartment (behind the radiator core support) must remain intact. Frame rails and/or front bumper supports (in front of the radiator core support) may be removed or modified.

7.3.2 Vehicles may be modify or remove from shock towers (i.e. SLA, etc). Rear shock mounting points are unrestricted in AIX.

7.4 Body/Interior

7.4.1 Cars must have neat and clean appearances. All panels must fit properly and be free of sharp edges. All panels must be painted. No vehicle will be able to compete in more than one event with obvious body damage or unpainted body panels.

7.4.2 American Iron Extreme cars are unrestricted in all body panel material and modification. AIX cars are allowed to remove rear inner fender metal structures to facilitate tire fitment (“mini-tub”), but an alternative structure must be put in place to cover the tire and seal the tub assembly.

7.4.3 Composite roofs, hoods, hatchbacks, trunk lids, front fenders, rear fenders, fender flares, doors, and bumper covers (fiberglass/carbon fiber, etc.) are allowed. Examples of composite include fiberglass, plastic, carbon fiber or similar. Glass roofs as found as optional equipment on 2009+ Mustang are not allowed.

7.4.4 AIX vehicles may modify front fenders and rear quarters for any purpose, but when viewed from above the scrubbed contact area of the tire must not be visible. Vehicles may use composite or other materials for the entire fender or quarter panel.

7.4.5 All interior modifications (including removal of the factory dashboard and wiring) are allowed provided that the modifications do not conflict with any other rules contained herein or the NASA CCR. (Note – Series directors have sole discretion if CCR 18.1.3 (car condition) and CCR 18.9 (exposed wires) are violated.) All AIX vehicles are highly encouraged to have a dashboard in the OEM location for a neat/clean appearance. Dashboards may be constructed of solid material such as aluminum, steel, carbon fiber or similar composite and firmly secured. Examples of composite include fiberglass, plastic, carbon fiber or similar.

7.4.6 Lexan or polycarbonate material may replace windshield, rear glass and side windows provided it is installed in accordance with the NASA CCR. Center bracing must be installed in the inside to support the windshield if Lexan is installed. Driver and passenger door windows must be removed or in the ‘down position’.

7.4.7 All holes in floors and firewalls must be sealed according to NASA CCR.

7.4.8 All vehicles must start with a minimum of two functioning brake lights.

7.4.9 A minimum of two (2) hood pins are required. Rear deck pins are recommended to secure the trunk lid, or hatchback.

7.5 Aerodynamic Devices

7.5.1 All aerodynamic devices must be fixed for competition and shall be made from any material.

7.5.2 Venting, louvers, ducting, etc. is permitted anywhere on the car.

7.5.3 Front aerodynamic devices including but not limited to splitters, air dams, and front dive planes/canards, shall not extend frontward more than 7” beyond the outline of the OEM stock bumper/cover and shall not extend sideways more than 5” on each side beyond the maximum allowed track width . Front wings are not permitted.

7.5.4 Aerodynamic devices including but not limited to under trays, side skirts etc. may not be mounted between the inside edges of the tires between the front and rear axle center lines as measured with the wheels pointed straight ahead and shall not extend sideways more than 5” on each side beyond the maximum allowed track width . Flat bottoms are expressly prohibited. Roof wings are not permitted.

7.5.5 Rear aerodynamic devices including but not limited to wings, spoilers, diffusers and rear dive planes/canards shall not extend rearward more than 5” of the rear most point of the OEM stock bumper/cover location and sideways more than 5” on each side beyond the maximum allowed track width .

7.6 Ballast

Ballast may be placed in any location provided it is securely fastened per CCR 15.20 and approved by NASA tech and safety officials. Any ballast mounted inside the vehicle may not be taller than three inches or stacked higher than three inches. No more than **300 lbs.** of ballast may be added to the vehicle. Ballast shall be defined as material that serves no other purpose than adding weight. The weight of the ballast shall be clearly marked on the ballast itself.

7.7 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 with the exception of rear differential catch tanks.

7.8 Engine Coolant

Adding antifreeze to cooling systems is not allowed. The only engine coolant used in the radiator shall be water. Water additives such as Redline Water Wetter may also be used. The intent of this rule is to avoid slick track conditions produced by spilled antifreeze.

7.9 Brakes

7.9.1 Water cooling or other liquid cooling of brakes is not allowed. Air cooling is both allowed and recommended.

7.9.2 Brake rotor friction surfaces must be iron.

7.9.3 Calipers are unrestricted.

7.9.4 Any OEM Anti-lock brake system (ABS) is allowed which includes ABS valve body and electronics as delivered from the factory .

7.9.5 Anti-lock brake systems (ABS) are unrestricted but must use units from an OEM or OEM equivalent. Please consult with your local series director if you have questions.

7.9.6 Non-OEM ABS units or ABS units not available for public commercial sale are prohibited.

7.9.7 Use of a proportioning valve in conjunction with ABS is allowed.

7.10 Drivetrain

7.10.1 Rear axle assemblies may be modified in any manner. AIX axle housing materials are unrestricted.

7.10.2 AIX cars may use any manually shifted, mechanical clutch transmission that is available to the public. Sequential, electronic, hydraulic, pneumatic, paddle shifters and other “exotic” transmissions are not permitted.

7.11 Electronics

7.11.1 Traction control devices are expressly prohibited. Factory installed units must be disabled. See section 8.8 - Burden of proof that unit is disabled lies with the competitor. i.e.- switch disabled, computer indication, etc.

7.11.2 All data acquisition devices are allowed.

7.11.3 Two-way radio communication in the cars is encouraged and recommended.

7.12 Engine

7.12.1 AIX engine blocks are unrestricted but must use engines from any OEM or OEM equivalent (i.e. no 3-rotor Mazdas, Formula 1 BMW's, or Rolls Royce turbines allowed). Please consult with your local series director if you have questions.

7.13 Suspension

7.13.1 Control arm mounting points are unrestricted on all cars but may not violate any rules herein (i.e. frame modification or IRS rules).

7.13.2 AIX cars are unrestricted in shock/strut attachment points.

8 Inspection and Testing

NASA tech inspectors and AI Officials have the right to inspect anything in sight at any time the vehicle is at the track. NASA tech inspectors and AIX Officials have the right to request disassembly or any other procedure required to verify vehicle compliance with these rules. The competitor is responsible to present the car in 'as raced' condition for all official inspections (Scales, etc.). Failure to present the car for inspection or choosing to not permit an inspection may result in disqualification. The spirit of this rule is to allow competitors to share information regarding modifications proven to enhance performance, which will drive business to the manufacturers of products that increase performance and increase manufacturer support of the series.

8.2 Weight Certification

All weight measurements are conducted with driver and must be done with American Iron Extreme approved weight scales or with specific approval from a series director.

8.3 Appearance

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

8.3.2 Series sponsor or individual race sponsor decals or stickers may be required. Drivers must also display any series required patches and NASA patches on their driving suits.

8.3.3 All cars must display the official “American Iron” windshield banner by class across the top of the windshield unless otherwise directed by series officials. AIX class cars are shown with red banner background with blue outlined white

letters. Banner electronic files or supplies can be ordered from: www.hyperperformancemotorsports.com Racers are responsible for having the correct windshield banner for the class they are running .

8.3.4 The driver's last name, or first initial and last name, must be displayed on the bottom right section of the windshield in white block letters between three and five inches in height.

8.3.5 Car numbers and class designation appearance is required per the CCR. All cars must display their assigned car number and class on both sides, front & rear. Side numbers must be at least 10 inches tall and front & rear numbers shall be at least 3 inches tall with a contrasting color. Class identification must be at least 3 inches tall and be located in close proximity to the number. (The series windshield banner satisfies the requirement for a front class designation.)

8.3.6 Car number availability can be obtained by contacting the American Iron Series Directors or NASA Regional Director.

8.4 Impound

All finishing drivers in both classes must proceed to impound immediately after any race or qualifying session unless released by a NASA official. Failure to do so may result in penalties being imposed on the driver. It is purely the driver's responsibility to report to impound with the vehicle and vehicle's logbook at the proper time. If the vehicle is unable to report to impound, the driver must report to impound and remain until released by a NASA official.

8.5 Non-compliance/Cheating

Cheating and non-compliance are not welcome and offenders will receive harsh penalties per the NASA CCR.

8.6 Appeals

Any decision by NASA officials during an event may be appealed per the NASA CCR.

8.7 Non-conforming Equipment

The American Iron Extreme Series Directors must approve any equipment that does not conform to the Rules in advance. For consideration, approvals must be made in writing thirty (30) days prior to the date of competition. Final technical compliance authority rests with the American Iron Series National Director(s). All technical questions should be addressed to the American Iron Series National Director(s).

8.8 Proof of Legality

It is the responsibility of the competitor to provide proof of legality of their vehicle's modifications or components to AIX Officials.

9 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 at the discretion of NASA officials.

10 Points Structure

It is the intent of the American Iron Directors to have at least 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. Points will be awarded as listed in the NASA CCR.

11. American Iron Extreme Directors / Web Page

Any questions concerning the American Iron Extreme class should be directed to the Board of Directors or your region's Regional Coordinator.

Al Watson AIX National Series Director alwatson@Drivenasa.com 908-447-5788	
Ted Johnson Central AIX Director trj20@cox.net 402-871-5458	Marshall Mosty Texas AIX Director Marshallmosty@hotmail.com 940-736-9043
Mike Barrington GreatLakes AIX Director ai@nasagreatlakes.com 440-665-0344	Mike Barrington Midwest AIX Director ai@nasagreatlakes.com 440-665-0344
Wesley Dearing MidAtlantic AIX Director Wad5122@yahoo.com 540-580-6857	Robert Ames Rocky Mountain AIX Director Rwa911@gmail.com 970-846-9070
Ed McGuire Southeast AIX Director edmcguire577@gmail.com 704-562-4910	Patrick Wehmeyer Florida AIX Director Patrick.wehmeyer@gmail.com 813-361-1688
Ryan Walton California AIX Director coupe331@hotmail.com 909-578-4684	AJ Hartman Northeast AIX Director AJ@ajhartmanracing.com 609-217-8079

Additional series information, including annual schedule, track records, points race and a public message board may also be found on the American Iron Web page:

www.nasaforums.com

www.ponycars.nasaseries.com

www.facebook.com/americanironracing

