

RULES ADDENDUM – MUDFLAPS -

MAY 2023

Application date – 1st July 2023.

Affected Vehicles:

NASA Classes 3, 4, 5, 7, F600, 8, 9, 10. - Rear Wheel Drive (RWD) vehicles.

As of 1st July 2023, it is mandatory that:

Mudflaps must be fitted to the rear wheels of all rear-wheel-drive vehicles in Classes 3, 4, 5, 7, F600, 8, 9, & 10.

The method of mounting the flap must be substantial and sufficient to hold the mudflap flap securely on the vehicle at all times.

All versions of mudflaps should remain in close proximity/near to the ground whilst racing.

Vehicle rear height may vary between static position and movement/racing position.

Therefore, this must be accounted for in the design of the mudflap so that it remains close to the ground and thus fit for purpose.

Track conditions may mean that mudflap and associated supporting components and component to hub carrier/chassis/bodyshell mounting points may be subjected to severe stress loadings. This should always be borne in mind during mudflap design and component choices.

NASA reserves the right via a Scrutineer to reject a component choice due to size and ability and or capacity to provide the necessary track debris impediment/obstruction.

NASA reserves the right to amend the rules regarding mudflap requirement at any time.

Mudflap Requirements.

Dimensions.

Width: The mudflap must be 50mm (2") wider than the overall width of the tyre and mounted to give an overlap at each end/side of 25mm (1").

Height: Minimum height of the flap is 200 mm (8").

Material & Thickness: - Solid/dense - Mesh Types prohibited:
10 mm rubber or old conveyor belting.

Rigidity: It must be stiff/rigid enough to remain in place during racing.

It should not blow/bend/curve back due to wind and or vehicle speed resistance.

Location/position.

From the rear of the vehicle the mudflaps should sit parallel to the ground immediately behind the wheel and should be mounted as close to the rear of the wheel as possible and in the "shadow" of the rearmost edge of the tyre

This allows the use of a relatively small mudflap in the most effective position.

See figure M1, for optimum position.

All versions of mudflaps should remain in close proximity/near to the ground whilst racing.

For example, class three and other vehicles may lift at the rear from rest to race trim.

This must be accounted for in the design of the mudflap so that it remains close to the ground and fit for purpose at all times when racing.

Note.

- i. Whilst a vehicle is "at rest"/static the whole of the lowermost/bottom part of the mudflap must be a maximum of 25mm from the ground surface.
- ii. Height adjustment via "pinch bolts", "locking pin/tube", "fixed spring/tensioner", adjustable "stop" and or similar is permitted to facilitate any position variation necessary for loading/unloading vehicle to/from trailer/transporter.

Bodyshell mounting - Class 3 only.

Bodyshell Mounting is only permitted in Class 3.

The mudflap assembly may be fixed to the bodywork immediately behind the rear wheels – See Figs. M1 & M2.

Due to the distance above the ground from the mounting point it requires some bracing of the flap to prevent it lifting away from the ground during race conditions. This solution must be robust enough to withstand impacts during contact in a race.

If necessary, then 25 mm x 2.5 mm tube or 25 mm x3 mm box should be used to mount the flaps securely.

The mudflap should be bolted to the mounting bracket by minimum three 6 mm bolts and sandwiched between a 25 mm x 3 mm thick plate.

For Class 3 vehicles with “Live Axles” and or “swing/independent” rear suspension the mudflap assembly may alternatively be mounted from the axle and or rear axle hub/suspension hub as permitted in Classes 4, 5, 7, F600, 8, 9, &10. See Drawings M3 & M4.

Class 4, 5, 7.

Bodyshell mounting of mudflaps and assembly is prohibited.

Class 4, 5, 7, F600, 8, 9, 10 - Vehicles with “Live Axle”/Swing/Independent Arm Rear Suspension.

On vehicles with “rear arms” the recommended method of mounting is to use a support bar of steel tube min 25 mm o/d 2.5 mm thickness or 25 mm box section min thickness 3 mm.

This can be formed into an L shaped curve to allow fixing onto the rear axle tube or folded bearing carrier at one end. The flap is then bolted to the other end immediately behind the wheel.

If retro fitting the L shaped bracket to an axle tube/hub carrier, then they can have mounting lugs or brackets welded to the tube/carrier to allow for easy replacement should it be damaged in a race.

If the axle tube/carrier is powder coated then a bolt on bracket/brackets can be used to achieve this to retain the integrity of the coating.

If this method of fixing is used then a base plate of minimum thickness 6 mm must be used with at least three 8 mm bolts holding it to the axle tube.

The tube support carrying the flap should be made so that the end nearest the outside of the vehicle tyre is 30 mm inboard of the outer edge of the tyre.

The mudflap should be bolted to the mounting L shaped bracket by minimum three 6 mm bolts and sandwiched between a 25 mm x 3 mm thick plate
See drawings M1, M2, M3 & M4.

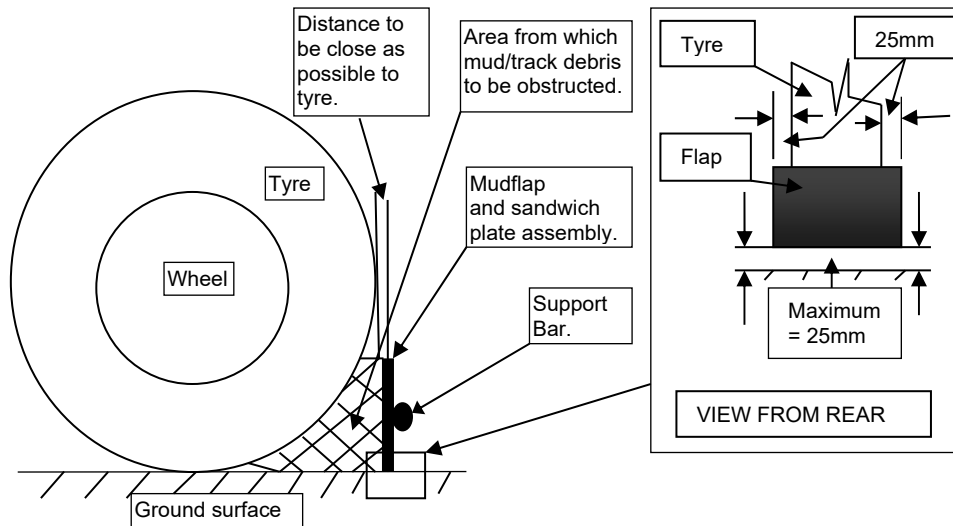
FIGURES.

FIGURE M1. MUDFLAP INSTALLATION GUIDE.

Mudflap location – Side Elevation & View from Rear.

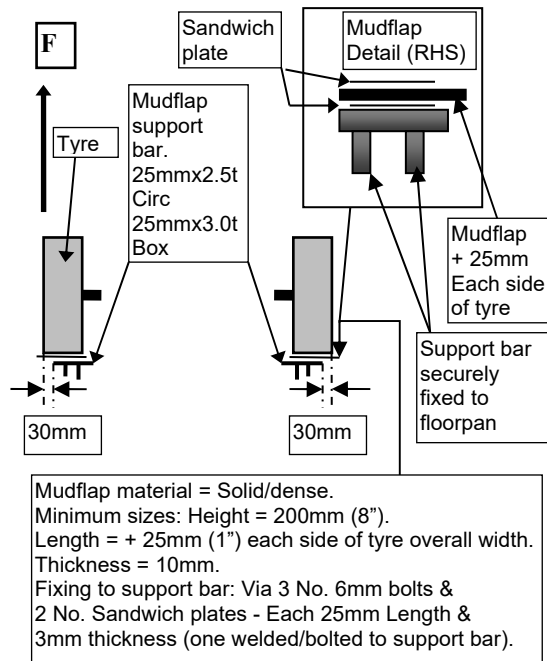
Figure is diagrammatic only.

N.B. Hub Carrier and Nut & Bolt connection details not shown.



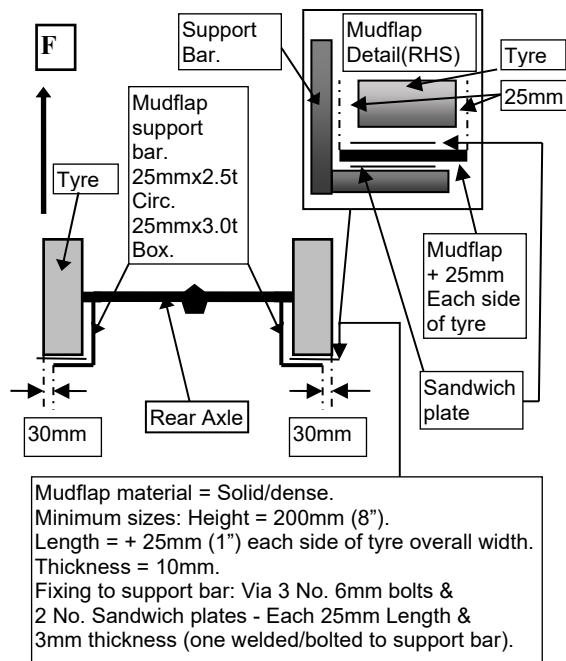
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FIGURE M2. MUDFLAP INSTALLATION GUIDE – Body Shell Mounting.
Figure is diagrammatic only.
N.B. Nut & Bolt connection details not shown.



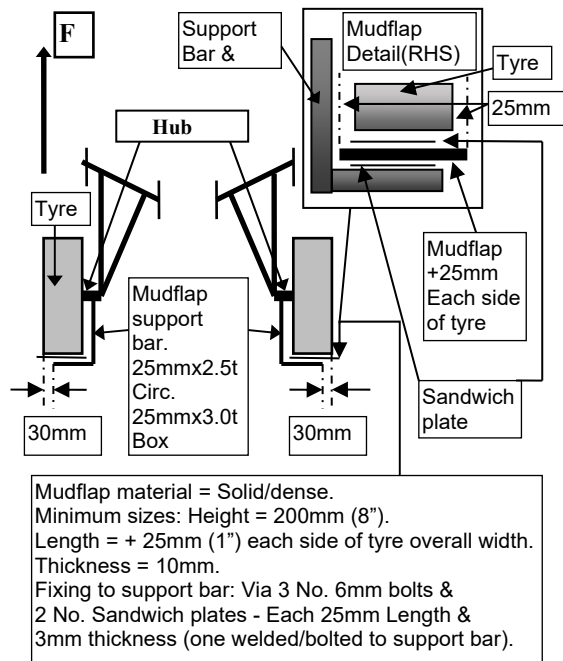
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FIGURE M3. MUDFLAP INSTALLATION GUIDE. – Solid Rear Axle.
Figure is diagrammatic only.
N.B. Axle & Nut & Bolt connection details not shown.



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FIGURE M4. MUDFLAP INSTALLATION GUIDE.
 Swing Arm & Independent Suspension.
 Figure is diagrammatic only.
 N.B. Hub Carrier and Nut & Bolt connection details not shown.



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