



# NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING REF: S4MIN1012/DH/GIJ

SATURDAY, 13th OCTOBER 2012 - 12 NOON

TRAVELODGE WALSAL.

Present

League Represented	No.	LEAGUE
Y	16	CGTRO(LINCOLN)
*	25	C. SCOTLAND
Y	14	EAST ANGLIA
Y	01	EAST MIDLANDS
*	11	ESSEX
*	24	FENLAND
Y	02	GLOUCESTER
*	18	KENT
Y	07	MIDLAND AP
Y	09	NORTH WESTERN
*	21	NORTHERN IRELAND
*	10	NORTH YORKSHIRE
*	15	SHROPSHIRE AA
*	04	SOUTH WALES
*	19	THE DALES
Y	05	SOUTHERN
*	23	IRELAND
*	03	WESTERN ASA
Y	13	WEST WALES
Y	06	WEST MIDLANDS
*	22	WILTSHIRE
*	12	YORKSHIRE

NASA Chief Scrutineer  
NASA National Scrutineer/Scrutineering Assistant  
NASA Director x 1  
NASA Scrutineers Secretary

Club Representatives (6 Off)  
Visitors – 1 (part of meeting)

APOLOGIES: 2 No club scrutineers.

**ASSOCIATION OF  
AUTHORISING  
BODIES**

Office: 53 Andrew Drive, Haywood Oaks, Blidworth, Notts. NG21 0TX  
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## 1. INTRODUCTION.

The NASA Chief Scrutineer welcomed all.

The Scrut Sec handed out copies of meeting agenda, previous minutes and voting cards.

## 2. MINUTES OF PREVIOUS MEETING 16/06/12 and MATTERS ARISING:

### Page 1. –Front panels.

The Sc As't & WW rep commented that it was evident from BAS rounds and other race meetings that some Club and league scrutineers were not picking up vehicles with incorrect front panels.

The NASA Chief Scrutineer again requested that this must be policed correctly and urged all to improve this aspect of scrutineering.

### Page 1. – Roll cages – Measurement machine.

The Sc As't & WW rep queried the accuracy of the thickness testing device as some persons had pointed out that it was allegedly not accurate below 3mm.

VM (Dir.) explained that the machines were in fact extremely accurate. The probe used is correct for the measurements taken.

The NASA Chief Scrutineer explained that the measurement of varying thicknesses depend upon the type of 'Wand' fitted on the end of the probe. There are several different types of 'Wand'. The NASA device uses the 'Wand' suitable for 3mm and below. This 'Wand' is smaller and covers a smaller surface area enabling the signal to be concentrated, accurately sent and received. When the measurements are randomly checked using a calliper the measurements have been OK.

Discussion followed including reference to possible purchase of more machines due to their seemingly lack of immediate availability due to distances from machine holders.

### Page 3. – Negligence – Interpretation of.

The CGTRO rep enquired if the Board had discussed this yet.

VM (Dir.) explained that it was due for discussion shortly.

The NASA Chief Scrutineer explained that the NASA insurance provides indemnity for negligence.

Brief discussion followed including reference to various events and scenarios. Also some competitors are allegedly forging scrutineers signatures on their licences. This allegedly has happened at particular Club meetings and this year's 'Wet' BAS rounds.

The NASA Chief Scrutineer explained that any seen will in future be reported for disciplinary action.

### Page 4. – Mr Phipps.

The NASA Chief Scrutineer explained that the alleged altercation took place in the spectator area.

### Page 4. – Pre-Nationals Scrutineering.

The Sc As't & WW rep explained that the sheets were put to good use this year as they had enabled many competitors to check their vehicles at home.

The EA rep explained that they had held a pre-check meeting and the only two cars that did not turn up at this were the ones that 'Failed' Nationals scrutineering. After emergency repairs on Friday eve they subsequently 'Passed' however it would have been far easier for them to have attended the pre-check and to have corrected the faults at home.

The NASA Chief Scrutineer commented that if a vehicle fails at the nationals then it should be excluded at pre-race scrutineering as technically the competitor has qualified with a illegal vehicle. It is clear that a few scrutineers are still not checking cars properly. The welding bay is not there to make wrong cars right. It is a facility to carry out emergency repairs during racing.

### Page 5. – Micra Springs.

The MAP rep explained that he had no more info to hand as he had not had feedback from his contacts.

No other matters arising.

PROPOSED: EA

SECONDED: WW

That the minutes be accepted as a true record.

**UNANIMOUS -**

**CARRIED**

### 3. CORRESPONDENCE.

#### CGTRO League.

The League expressed concern regarding the lightweight components found on a Class 1 Mini at the Men's NAC and the Underweight Junior Special at the L & J NAC, and the subsequent actions of Directors regarding rules and Chief Scrutineer.

Scrut Sec read out letter.

#### Class 1 Mini.

The NASA Chief Scrutineer explained that he was unhappy with the situation surrounding the class 1 Mini at the nationals.

When the alloy gear change items were found on the Friday eve he had initially considered disqualifying the car. However the rule book does permit competitors to effect repairs during pre-race scrutineering. Therefore the parts were changed to the correct steel ones and the car 'Passed'. The alloy ones were confiscated and are at this meeting. – Showed to those present.

Later of the Friday evening there were rumours that there were seemingly other class 1 cars in the pits that were also allegedly fitted with 'Alloy' components. However as with all rumours no one said exactly what the car numbers were or what parts had actually been changed to 'Alloy' just 'There's more alloy out there in Class 1'.

On the Saturday all 40 Class 1 cars were checked as they came off the track from the first round of heats, on their way to the pits by the class 1 scrutineers using magnets. 1 car was found with the following aluminium parts – Pedals, outer tube of steering column, and gear stick.

The parts concerned were then changed for the correct steel ones and the alloy pedals confiscated and are at this meeting. – Showed to those present.

Information was subsequently received that some other vehicles had also been fitted with similar and or other alloy components and had then very quickly removed those parts and fitted correct steel ones before racing in the heats. But again rumour and no car numbers given.

There were not enough scrutineers available to check every Class 1 car again and in far more detail without disrupting the race meeting (Later a random check of rear arm pins were carried out).

He had had discussion with some scrutineers and Board members and, whilst he had considered suitable penalties and had wanted the particular class 1 vehicle disqualifying other various scenarios were also put to him during the discussions. The pressure from some of the Board members was such that the result was that the vehicle concerned lost all the points gained for that race (55 points) and was permitted to continue racing.

He had thought that he as Chief Scrutineer had the final say over a vehicles suitability to race, however in this instance it was not the case.

VM (Dir.) commented that the situation had been difficult for all concerned and since the nationals he had realised that the NASA Chief Scrutineer does indeed have the final say over any vehicles suitability to race.

Detail: Rod Change Gear Linkage:  
Steady Shaft (Top item)



Selector Rod (Bottom Item)



Standard Replacement Steady Bar



Standard replacement Selector Rod



**Junior Special.**

The NASA Chief Scrutineer explained that he was unhappy with the situation surrounding the Junior Special at the nationals

60 Junior Specials were weighed after the 2<sup>nd</sup> Heat. One not weighed due to race damage.

It had been agreed with Jnr Sp TL that there would be no tolerance. 455Kg was the absolute limit.

1 car was found underweight. The competitor concerned was instructed to wait for a 2<sup>nd</sup> weigh (2nd chance) and the adult was sent for. Later when He (NASA Chief Scrutineer) was in attendance (He had not been present the whole time due dealing with the checking of the Class 1 rear suspension arm pins), the car was found to have left the weighing area. This was without his knowledge or instruction. Later it transpired that LB (Dir.) had allegedly sent the vehicle away with the instruction to 'Put more fuel in' and 'Fit bigger/heavier spacers and wheels'.

He (NASA Chief Scrutineer) had considered suitable penalties and had wanted the vehicle disqualifying as the 455kg is an absolute limit. The vehicle adult/constructor had allegedly said that he did not know that the limit was 455, but thought it was 450. Also the weighing conditions had affected the result.

He (NASA Chief Scrutineer) had then had various individual conversations with various Board members (Not all) about the situation but nothing happened. The vehicle was allowed to continue without penalty.

The Scrut Sec. explained that the recorded results at time of weighing show that there were several cars below 460kg and read out the details concerned. The intention was to have these weighed again on Sunday (All finalists and any non-finalists below 460kg), but because the weighing scrutineers were understandably aggrieved over the situation described by NASA Chief Scrutineer and a lack of will by anyone to get this done it did not happen.

A full listing of the recorded car numbers and weights was sent to Board as part of his usual post-nationals scrutineering report.

**60 Jnr Specials weighed. – Results.**

Weight kg	No of Specials	Weight kg	No of Specials
510	1	475	3
509	2	473	1
502	1	472	2
500	1	470	2
493	1	469	2
492	1	468	2
491	2	467	3
490	1	465	4
486	1	464	2
485	2	463	2
483	1	462	3
482	1	460	5
481	1	459	2
480	2	457	1
479	1	456	2
478	3	455 (LIMIT)	1
477	1		
		451	1

Note: In-between weights no vehicle found.

Junior Specials waiting to be weighed



Special being weighed.



Brief discussion followed including reference to perceived intervention and given instructions by Director without reference to NASA Chief Scrutineer. Another intervention in scrutineering situations by person concerned. Scrutineers lack of confidence in Director concerned.

Agreed that the wording regarding weighing of cars to be amended to clarify that the choice of weighing procedure and when and where is up to NASA and that 'home' or 'workshop' weighing does not take precedent.

PROPOSED: NASA Chief Scrutineer                      SECONDED: CGTRO  
The meeting note a lack of confidence in Director concerned.                      **UNANIMOUS - CARRIED**

PROPOSED: CGTRO    SECONDED: WML  
The awarding of 1<sup>st</sup> place to NS155 be rescinded.                      **UNANIMOUS - CARRIED**

VM (Dir.) agreed to report the matters discussed to the Board of Control.

### **Southern League**

Propose that a minimum weight of say 500Kg be a requirement for Class 1 Mini vehicles.

The NASA Chief Scrutineer explained that many were not convinced a minimum weight would work. In general terms a Class 1 Mini should weigh between 490 to 510 kg depending upon its age and whether original body panels have been retained or replaced. Also the weighing procedure causes difficulties – Time taken. Where done – at club/league or only at nationals. Who does it etc.

Brief discussion followed including reference to need for more in depth checking and looking for alloy parts now they are known about. What about the other makes of cars in Class 1?

A random weighing of Class 1 vehicles could be carried out at race meetings where the corner weight scales were available, as a monitoring exercise if this was wanted.

The NASA Chief Scrutineer asked that this be taken back to leagues for discussion etc.

### **West Midland League – Items.**

1. The League expressed concern regarding the Underweight Junior Special at the L & J NAC, and the subsequent actions of Directors regarding rules and Chief Scrutineer.

The Scrut Sec. read out letter.

The NASA Chief Scrutineer explained that the events were as described earlier.

The WML rep queried role of Directors at scrutineering.

The NASA Chief Scrutineer explained that at present only VM (Dir.) has jurisdiction as he is the appointed Director with scrutineering responsibilities.

#### 2. Fuel.

When is fuel going to be properly checked?

Fuel testing has been done several times, mainly at the National Championships. It is of a random nature at the discretion of the NASA Chief Scrutineer. All fuel previously tested has been found to comply with regulations.

Brief discussion followed with regard to fuel testing, including reference to sample size needed, delivery to specialists, cost.

The WML rep enquired if it was OK to pursue the finding of a specialist to carry out fuel testing.

NASA Chief Scrutineer explained that any assistance would be welcome and requested any information on any specialists to be provided to this committee.

#### 3. Mini Carburettor Needles.

Can an explanation be given as it seems that anything can now be used? Is it free?

It was pointed out that a brass needle must be fitted.

The size – Length and diameter/width, has been 'Free' for over 10 years. Due to the huge variants of needle available from originally BL and Rover, it had been agreed many years ago that the needles were to be 'Free'. Prior to this a needle had to be measured at specified points and measurements had to comply with those specified. However due to the number of standard needles available and the sometimes odd alterations carried out by various competitors by grinding needles, especially when at rolling road, it had been agreed that the needles be free and the rule book was amended to suit. – See 'Checksheet' page 59. There are over 50 variants of needle available from specialist 'Mini' supplies such as 'Mini Spares' – All at affordable cost.

#### **4. JANUARY 2012 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:**

##### **a. Class 1**

##### **i. Experimental vehicles / Trials.**

The NASA Chief Scrutineer brief update on situation.

There were currently 2 Yaris vehicles racing. Their performance was not consistent, but variable. Good one race bad the next.

Discussion followed including reference to need to continue experiment or not. The limited availability of Yaris vehicles. Should 2013 be final year? The vehicle was not needed in Class 1 at this time especially as the Micra 16v was now racing and very competitive 'Straight off the road'. The Micra experiment had been a success and Mr ME had proved invaluable information and help. Support shown for encouraging him to again assist in scrutineering.

The NASA Chief Scrutineer & VM (Dir.) will discuss with Board of Directors.

##### **Micra Fuel Pump.**

The NASA Chief Scrutineer explained that as replacement fuel pumps are seemingly difficult to obtain, the replacement fuel pump as supplied by BP Grassing was acceptable for use on Micra cars.

##### **ii. Lightweight components & vehicles.**

The NASA Chief Scrutineer explained that as described under 'Correspondence' a number of competitors had been found with lightweight 'Alloy' components. – Pedals, Gear lever, Gear Change rods, and steering column. These had been changed to correct 'Steel' ones. Some by the one competitor that had been 'Caught' others by competitors that had changed them before they were 'Caught'. i.e. The situation at the Mens Nationals. The excuse was that these parts were seemingly fitted to 'Works' Rally Minis. However they were not fitted to standard production Mini 998 cars, as required by rules.

The pertinent rules were being reworded to highlight that replacing of steel components with 'Alloy' or lightweight ones and or 'Competition' and 'Limited Edition' components were prohibited.

##### **b. Tyres.**

The Tyre Co-ordinator provided an update on tyres.

Most tyres comply with rules. This year due to the inclement weather there were not many events with hard dry tracks therefore tyres in general had lasted longer. Most competitors preferred the 2011 tyre regulations to the amended 2012 regulations.

Kinsley tyres had applied to become a nominated supplier.  
– *This was subsequent to the meeting accepted by Directors.*

Sportway have applied to be the sole supplier of 10" tyres. If they are then they say that they can reduce costs.

Brief discussion followed – This was not supported by those present. – To be taken to Board.

The NASA Chief Scrutineer explained that the seemingly expensive 'Alaska 1' tyre is the latest 'Must have' due to its compound type. However it cannot be measured for shore hardness due to the tread pattern and block type. The situation is still if it cannot be measured how can it comply?

Discussion followed including reference to previous meeting's discussions and repeat. Possibility of manufacturer providing a set area or plain block on the tyre that could then be measured. Competitors should have a equal choice of tyre from all NASA nominated tyre suppliers. No one tyre should be the 'Must have'.

##### **2013 tyre Regulations Summary**

Both Option A & Option B Tyres will be 60 shore hardness. The temperature variance allowance is removed. Kinsley tyres added to list of suppliers.



**c. Chief Scrutineers Report.**

The NASA Chief Scrutineer explained that most of his proposed report had been mentioned and dealt with under correspondence.

**d. National Championships Report.**

The NASA Chief Scrutineer explained that the scrutineering volunteers had all worked hard and he was thankful for their efforts. Being volunteers it was always unknown how many would turn up, particularly at nationals that were some distance away.

If attending scrutineers must assist on both Friday and Saturday to qualify for a refund.

Scrutineering times seemed to have evolved into 2pm to 4pm,. Break. 5pm to 8pm. The 9pm finish should be discontinued.

At the L & J there were examples of cars being parked on trailers all afternoon on Friday and then the competitors tried to turn up at 5 mins before end of scrutineering at dusk. This year they were told to return on Saturday morning.

The usual defects found:

Frayed safety harnesses. Loose seats. Seat support bar incorrect. Brake lights not working. Missing roll cage foot plates. Alloy roll cage foot plates instead of steel. Loose or incorrect wheel nuts. Fully welded sub-frames. Battery not in box. Fuel tanks too big (used as ballast). Roll cage side top bars too low. i.e. Drivers head above bar. When line taken from top of bar to top of centre roll cage bar the driver head must be below. Centrally seated were ok. RH seated not ok.

In general terms the Y.D. post-race checking tent was too small. The L & J tent was more appropriate (24m x 9m) and this is the size that is preferred.

Scrutineering lanes.

The Brake & Safety lanes were ok at Y.D.

At the L & J there were difficulties due to lack of persons provided by host club. This was due to confusion regarding what was required.

Ideally at future nationals a minimum of 6 persons is required from the host to run the brake/safety lanes.

The Scrut Sec. commented that because the scrutineers are volunteers at every nationals there is the worry about how many actually turn up. Some League Chief scrutineers have never helped at any nationals. Others help every year, they also bring along their club scrutineers as well. Its all very well for some persons to moan about the time taken, but if the people promised don't turn up what can be done?

**WS40**

The NASA Chief Scrutineer explained that this vehicle had been found to have incorrect wheel camber on the front wheels. He had disqualified the vehicle and the competitor had been reported to Board for disciplinary action.

VM (Dir.) commented that the Board had issued a 5 year ban from Class 1 then reduced it to 2 years following letter from the competitor concerned.

**Scrutineering – Post Race L & J**

**Class 1 Mini – SC16**

This vehicle had been thoroughly checked. Engine/gearbox checked, suspension checked, including inspection of front sub-frame and removal of rear sub-frame and arm pins. Pedal box, steering column checked etc.

The vehicle was declared to be in full compliance with the rules.

SC16 being checked

SC16 following removal of rear subframe etc.



**Junior Specials – Sensor modifications.**

The NASA Chief Scrutineer confirmed that 1 vehicle was found incorrect at post-race scrutineering. The inlet manifold sensor had been modified to send non-standard information to the ECU. Driver disqualified and subject to disciplinary action.

**Other vehicles**

Checked found to be OK.

Photo -General views of vehicles being checked



**e. Rules Clarification requests from League Scrutineers**

**i). Log books**

The CGTRO rep enquired if Log Books could be introduced for all vehicles. This would provide a more accurate scrutineering history.

The NASA Chief Scrutineer explained that this had been brought to the committee several times by CGTRO. In principle it was a good idea, but how would it be enforced. There had previously been little support for this from other Leagues. The pre-race 'Log book stamp' would only confirm the vehicle is 'Legal' at time of stamp, not at later race meeting.

He would take it to the Board next week.

VM (Dir.) commented that at say the NAC's the vehicles has all previously raced. Is a log book going to be any good if the car is wrong anyway? An improved standard of scrutineering would be better.

The NASA Chief Scrutineer asked that this be taken back to leagues for discussion etc.



SB (Dir.) entered room from Chairman's meeting and explained Directors statement.

The NASA Chief Scrutineer explained that the statement regarding the Junior special situation was not wholly correct and reiterated much of the comments said under correspondence and Nationals Report.

SB (Dir.) queried NASA Chief Scrutineer's actions stating that he (NASA Chief Scrutineer) was in charge and should have stuck to his decision to disqualify the car.

The NASA Chief Scrutineer explained that he had found himself in a difficult position where the car had gone without his instruction and the proposed re-weigh had not taken place.

He believed that the decision to disqualify a wrong vehicle again, as at the YD NAC, had been effectively removed from him due to the sometimes bullying and non-supporting actions of others.

He had not been able to be at the weighing all the time due to his being needed elsewhere (Sorting the checking of arm pins). The Nationals are always a busy time with many scrutineering queries.

SB (Dir.) commented that if he had been elsewhere due to lack of scrutineers then why had there not been enough scrutineers. He (NASA Chief Scrutineer) should have ensured that there were enough scrutineers.

The NASA Chief Scrutineer pointed out that all scrutineers were volunteers and not always available.

The NASA Chief Scrutineer offered to take a copy of the Post-race scrutineering report to the Chairmen's meeting.

SB (Dir.) agreed.

*Note. The NASA statement to the Chairmen's meeting was subsequently rescinded and a new statement issued.*

NASA Chief Scrutineer & SB (Dir.) left the room to attend chairmen's meeting.

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The Scrut Sec. commented whether those present wished to wait until Mr Hardy's return or continue under his chair. It was agreed to continue.

**ii). Class 5 & 7 Bulkhead location.**

The CGTRO rep explained that various constructors were seemingly 'Creeping' the bulkhead forward. Should a minimum distance be set?

Following discussion it was agreed that:

If the front bulkhead is not original, then it must be fitted in the location of the original front bulkhead position at points of connection with bodyshell side, dashboard/front windscreen and floor-pan areas. The Bulkhead including any foot-pedal indent must always be to the rear of an imaginary line connecting the nearside and offside front hub centres and also more than 230mm (9") from the front face of the front engine/front suspension cradle.

PROPOSED:	CGTRO	SECONDED:	MAP	
That the above be accepted and issued as a clarification			<b>UNANIMOUS -</b>	<b>CARRIED</b>

See Rule Change – 5 a). later in minutes.

**iii). Penalties for Cheating at Nationals.**

The CGTRO rep enquired who decides the penalties.

The Scrut Sec. explained that at the Nationals when a vehicle is found 'Wrong' a report is sent to the Board of Directors stating what the rule infringements are. The Board of Directors then decide what penalties are issued. This committee has no jurisdiction.

**iv. Class 5 Mini – Roll cage.**

The CGTRO rep expressed concern that some vehicle although originally built as 'Central' seated had been converted to Right hand Drive. This had meant that the RH top bar was below the top of the helmet.

Following discussion it was agreed that in this situation the bar must be moved and fitted near to the vehicle roof to provide the correct clearance.

**v. Ladies driving cars.**

The MAP rep explained that some scrutineers had been verbally abused when asking that the lady driver also attend scrutineering and be made to sit in the car. This had been requested due to concerns regarding the stature of the lady driver and the suitability of roll cage and also ability to control the vehicle. i.e. reach controls, press pedals with enough force to effect braking.

Discussion followed including reference to L & J nationals where the seats had not fitted correctly or the lady driver had not been able to use enough foot force to effect correct braking.

It was agreed that a request for the Lady to be present at scrutineering and be seen in the vehicle was entirely correct and must be encouraged.

#### vi. Class 3

##### a). – Moving of axles.

Concern was expressed regarding certain competitors seemingly moving both front and rear axles forward on Starlet cars to enhance rear 'Hang-over' and traction.

It was agreed that this was not in compliance and measurements from a standard vehicle be obtained for comparison.

##### b). – Inner Wings – Original RWD.

It was confirmed that for original RWD vehicles the inner wing must be retained and be complete.

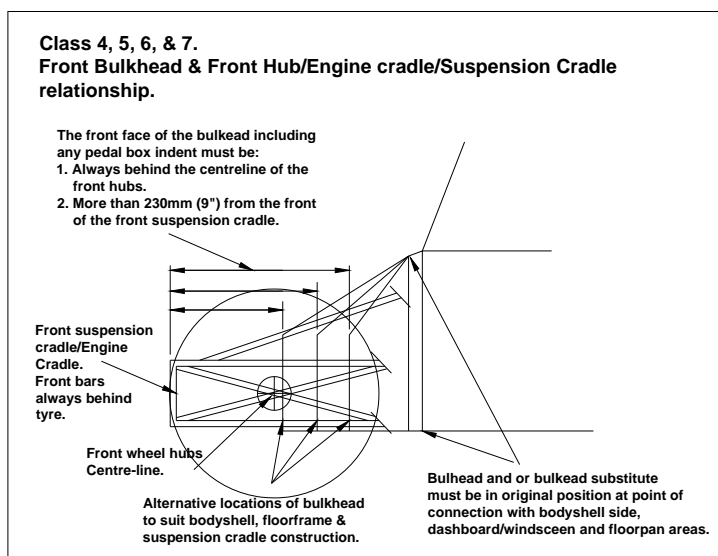
The NASA Chief Scrutineer returned to the meeting.

### 5. January 2013 Edition Vehicle Construction Rules & Regulations.

#### a). Rules Change requests from Leagues.

Classes 4,5,6 & 7. – Front Bulkhead location - Clarification.

If the front bulkhead is not original, then it must be fitted in the location of the original front bulkhead position at points of connection with bodyshell side, dashboard/front windscreen and floor-pan areas. The Bulkhead including any foot-pedal indent must always be to the rear of an imaginary line connecting the nearside and offside front hub centres and also more than 230mm (9") from the front face of the front engine/front suspension cradle.



#### b). Rules Change requests from NASA Chief Scrutineer.

##### Roll cages – Removal of 18" rule. Rewording to ensure uprights follow 'A' & 'B' Posts.

The NASA Chief Scrutineer explained that this had not had the desired effect. A few constructors were still building cages with the rear upright well forward of the 'B' post. The 18" requirement has been removed and the 'A' and 'B' posts must be followed by the roll cage uprights. A forward limit of 75mm (3") had been placed on the upright. The few vehicles affected must be corrected for 2013.

##### Class 1 – Components from 'Homologation' or 'Limited Edidtion' models.

– Amendment of rule wording to emphasise that components from this type of vehicle is not permitted.

The NASA Chief Scrutineer explained that this follows the events at the NAC's.

**Junior Specials – Weighing of.** – Amendment of rule wording to emphasise weighing procedures.  
The NASA Chief Scrutineer explained that this follows the events at the L & J NAC's and as discussed earlier in meeting.

**c). Rules Change requests from NASA Directors.**

**i. Window nets.**

The Scrut Sec. explained that following various incidents where arms had been thrown outside the vehicle or drivers had gripped the rollcage roof bars during accidents resulting in arm and hand injuries.  
The Board had authorised a Class 8 special to be fitted with a mesh/net as an experiment for part of 2012.  
He (Scrut Sec.) had recently been asked to draft various rule wordings to clarify the types of side window mesh etc that was to be permitted. This was due to be discussed at the next Board of directors meeting in a week's time.  
He then outlined the concerns and likely drawings with the aid of sketches.

Brief discussion followed including reference to recent accident involving TA122, instances of arms being outside vehicle. 'Dirt Devils 7' showing a special driver gripping roll cage top bar (Fingers above roof) when car rolls - Not really sensible. A hand will not stop a car rolling – you just get mashed hand/arm. Drivers should try to make conscious effort to let go of steering wheel and hold hands tight to chest if car rolls. Safety harness will hold driver to seat.  
*NOTE – See end of minutes for update.*

**ii. Roll Cages – Box section steel - Outlawing of 25mm box.**

The Scrut Sec. explained that the Board were due to meet next week and discuss this.

VM (Dir.) explained that the Board were in favour of phasing out 25mm x 25mm box section as a roll cage material.

The NASA Chief Scrutineer commented that this would affect all saloon classes and would likely take effect January 2015.  
For Specials it would likely affect the main 'Safety cell' bars.

Discussion followed including reference to insurance requirements. Manufacturing rolling tolerances for box section.

The NASA Chief Scrutineer requested a vote of proposals.

PROPOSAL: All Classes – 25mm box removed.

VOTE: FOR = 3.                      AGAINST = 3                      ABSTENTIONS = 3

*NOTE – See end of minutes for update.*

**6. A.O.B.**

**Shot blasted bars.**

The Sc As't & WW rep enquired if a 'Blasted' bar measured say 'Thin' on front surface and correct on rear surface is it permitted to race.

The NASA Chief Scrutineer explained – No.  
The bar must be removed replaced with a wholly correct one before the vehicle concerned can race..

**Class 1 – Poly Bushes.**

The NASA Chief Scrutineer confirmed they must be of the colour Black.

They may be used between body and subframe only.

Only rubber bushes are permitted elsewhere. E.g. Front subframe mountings.

**Class 1 – Planet Gears – Phosphor Bronze Bushes.**

The NASA Chief Scrutineer confirmed NO they are not permitted.  
Standard steel types only permitted.

**Class 1 – Towing Eyes – Roof Bolts type.**

The NASA Chief Scrutineer confirmed only one of this type can be used.

**MEETING CLOSED 3.45 pm.**

## Notices for Information:

### Roll Cage Box Section.

#### For Saloon Classes

The Board had agreed that for 2015 the minimum size of the roll cage bars was to be 30 mm box instead of 25mm box.

#### For Specials Classes

The Board had agreed that for there would be no change to box section rules for Specials.

### Arm Restraint systems

Subsequent to meeting Board have decided to make an 'Arm Restraint system' mandatory.

Proposed Rules for all classes: Note may have minor wording amendments but meaning same.

Class 1 = 12 & 3.4. Class 2 = 11 & 3.5. Class 3 = 17 & 354. Class 4567 = 1.14 & 3.5. Jnr Sp = 1.18 & 33. 8910 = 2.8 & 11.8

#### 12 Driver Arm Restraints.

The fitting of a system for the purpose of retaining the driver's arms and hands within the driver's compartment in the event of an accident or roll over is mandatory.

Note:

a). All restraint systems must not impede, entangle, unlock, unfasten, disengage nor prevent the correct reach and or access to and or operation of any safety harness or driver operated vehicle controls (e.g. Steering. Ignition switch. Cut off switch. Gear lever, etc.).

It is the competitor's responsibility to ensure compliance when making the choice of restraint system.

The restraint System must be in the form of either 'Arm Restraints' or 'Window Webbing'.

The both may be used separately or together.

Proprietary manufacture Arm Restraints for motorsport only permitted.

Simpson/Sparco/TRS Arm Restraints permitted.

For window webbing details see rule 3.4.

b). It is Competitors responsibility to contact a scrutineer and or designated official to confirm the particular restraint system form of construction is eligible. i.e. permitted by the NASA Scrutineers Committee **before** using it and or them.

c). When a restraint system and or construction is inspected and is not to the satisfaction of a scrutineer and or designated official then it is deemed as being in contravention of the NASA vehicle construction rules and will not be eligible for use. Therefore it must be removed immediately. The competitor is not permitted to race until a permitted 'Restraint System' is used.

d). The 'Restraint System' form of construction must be only as permitted by NASA. The types of construction will be subject to regular review by NASA to ensure suitability for Autograss racing.

NASA reserves the right to amend the permitted 'Restraint System' construction requirements at any time.

#### 3.4 Window Webbing /Meshed Net.

The fitting of a system for the purpose of retaining the driver's arms and hands within the driver's compartment in the event of an accident or roll over is mandatory. See Rule 2.20

If a arm restraint system is not used then a non-metal webbed/meshed net on the drivers door window aperture (Either wholly or partially), is mandatory and must be fitted.

If the driver is 'Centrally seated' within the vehicle then a window net on both nearside and offside drivers compartment window apertures must be fitted.

If an arm restraint system is used then the driver's compartment access window aperture(s) may also have a non-metal webbed/meshed net covering (Either wholly or partially).

#### Webbing/Mesh Type.

The window aperture webbed/meshed net covering must be of a NASA permitted proprietary brand and or construction.

It must be fixed by quick release clips as supplied by the window webbing/meshed net manufacturer or be retained/fixed by the use of "R" clips ('Bolted with hinge' types prohibited) or 'Heavy duty' Velcro.

The window webbing MUST be easily and completely removable from both inside and outside of the vehicle either by the driver or marshals and or medical personnel.

The net mesh construction shall be of a mesh size of a minimum of 50mm up to a maximum of 100mm.

The mounting or support bar/border may be of metal 6mm minimum and maximum 10mm circular section metal tubing. There shall be no sharp or pointed edges that may cause potential injury to driver or marshals in the event of deformation or breakage.

Note:

a). When a 'Window net' construction is inspected and is not to the satisfaction of a scrutineer and or designated official then it is deemed as being in contravention of the NASA vehicle construction rules and will not be eligible for use. Therefore if it is fitted to a vehicle it must be removed immediately. The competitor is not permitted to race until a compliant 'Restraint System' is used.

b). It is Competitors responsibility to contact a scrutineer and or designated official to confirm the particular 'Window net' form of construction is eligible. i.e. permitted by the NASA Scrutineers Committee **before** using it and or them.

c). 'Window net' form of construction must be only as permitted by NASA. The types of construction will be subject to regular review by NASA to ensure suitability for Autograss racing.

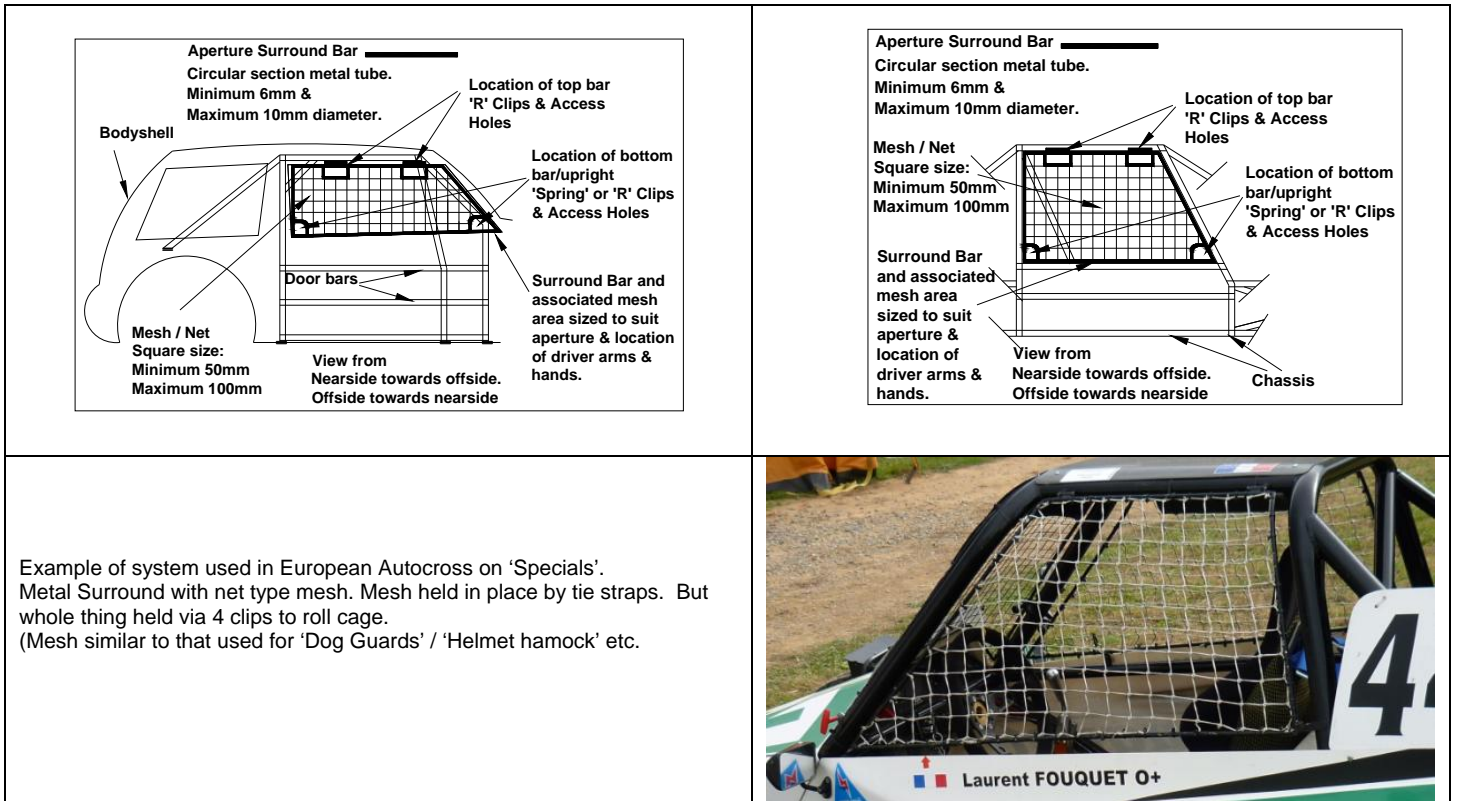
NASA reserves the right to amend the permitted 'Window net' construction requirements at any time.

(The use of Velcro fastenings will be monitored for suitability and reviewed in June 2013).

OMP & TRS Oblong and or Trapezoid (angular) full size window safety net permitted.

Randal Motorsport - 'Black Mesh Window Net and 'Head Net' permitted.

Figure for Mesh system with metal surround bar.



Example of system used in European Autocross on 'Specials'. Metal Surround with net type mesh. Mesh held in place by tie straps. But whole thing held via 4 clips to roll cage. (Mesh similar to that used for 'Dog Guards' / 'Helmet hamock' etc.)

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**“Official” scrutineers jackets**

Not all **“orange” “official” scrutineers jackets** have been returned to Mr G. Jones following the National Championships. Could they please be returned as soon as possible?

**These jackets are intended for use at the National Championship Meetings only.**

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1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2013 Edition Rule Book.
2. For future reference: **WANTED:** Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
3. **FUTURE MEETINGS:** 11.00 am  
Scrutineers Committee meetings: Provisional 2013 dates: 17/02/13, 13/04/13, 22/06/13, 12/10/13.  
**ALL DATES AND TIME TO BE CONFIRMED**

**NASA AGM 25 November 2012**

4. Comments required from leagues on: NASA Rules & Regulations - Clarification's, Changes for future etc.



NASA 2012 NATIONAL AUTOGRASS CHAMPIONSHIPS

POST RACE SCRUTINEERING RESULTS

CLASS * CAR No * CHECKED				COMMENTS
1	1	NS697	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION. WHEEL CAMBER.	OK
	2	SN43	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION. WHEEL CAMBER.	OK
	3	S88D	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION. WHEEL CAMBER.	OK
	4	MA50	VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS..	OK
	5	NW35	VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	6	ST99	VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	7	CM22	VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	NF	SC25	VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
2	1	R140	NOVA. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL GEAR RATIOS, SUSPENSION. WHEEL CAMBER.	OK
	2	E291	NOVA. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL GEAR RATIOS, SUSPENSION. WHEEL CAMBER.	OK
	3	A23	NOVA. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL GEAR RATIOS, SUSPENSION. WHEEL CAMBER.	OK
	4	SR15	NOVA. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL GEAR RATIOS, SUSPENSION. WHEEL CAMBER.	OK
	5	P7EM	NOVA. PALGRAVE, VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	6	PAC81	NOVA. PALGRAVE, VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	7	YD81	NISSAN. PALGRAVE, VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	8	MA30	NOVA. PALGRAVE, VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
3	1	NS334	Engine with class limits	OK
	2	MA3	Engine with class limits	OK
4	1	CM7	Engine sealed	OK
	2	PAC3	Engine sealed	OK
5	1	TA30	Engine sealed.	OK
	2	ST6	Engine sealed -	OK
6	1	SL22	Engine with class limits	OK
	2	NS434	Engine with class limits cc	OK
7	1	ARC5	Engine with class limits	OK
	2	BC9	Engine with class limits	OK
8	1	ARC4	Engine with class limits	OK
	2	PHD2	Engine with class limits	OK
9	1	Y78	Engine with class limits	OK
	2	ARC7	Engine with class limits	OK
10	1	ARC1	Engine with class limits	OK
	2	NS120	Engine with class limits	OK
<b>CHAMPION OF CHAMPIONS</b>				
		Damian Harris	CLASS 2 R140 Vauxhall Nova 1300cc	OK

NF - NON FINISH (Breakdown/Accident). BF - BLACK FLAG (Disqualified by track Chief Marshal).

## POST RACE SCRUTINEERING RESULTS

CLASS * CAR No * CHECKED			COMMENTS	
JNR	SC16	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES, REAR ARM PIN.	OK	
1				
	2	SN201	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	3	TA18	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	4	N47	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	5	NS63	VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
	6	SN12	VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
	7	DA32	VALVE & CAM LIFT, STROKE, HEAD THICKNESS, DIFF	OK
		(Micra)	RATIO, SUSPENSION.	
DNF	IK170	VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK	
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1	1	R183	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	2	B10H	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	3	A3	CYL HEAD, VALVE LIFT CAMSHAFT LIFT & TIMING, CHECK. SUSPENSION. (Vehicle undergone previous check).	OK
	4	SN43	VISUAL EXTERNAL ENGINE CHECK. SUSPENSION. (Vehicle sealed previously).	OK
DNF	M89	CAMSHAFT LIFT & TIMING.	OK	
ERF	L10	VISUAL EXTERNAL ENGINE CHECK SUSPENSION	OK	
ERF	C60	CYL HEAD, CAMSHAFT LIFT & TIMING, VISUAL EXTERNAL ENGINE CHECK SUSPENSION, REAR ARM PIN.	OK	
ERF	PAC2	VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK	
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2	1	YD31	PALGRAVE, CYL HEAD, CAM LIFT & SHAFT, ENGINE, RESTRICTOR, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.	OK
	2	YD209	PALGRAVE, CYL HEAD, CAM LIFT & SHAFT, ENGINE, RESTRICTOR, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.	OK
	3	PAC51	PALGRAVE, CYL HEAD, CAM LIFT & SHAFT, ENGINE, RESTRICTOR, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.	OK
	4	A23	PALGRAVE, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
	5	G32D	PALGRAVE, VISUAL EXTERNAL ENGINE CHECK.	OK
	6	R140	PALGRAVE, VISUAL EXTERNAL ENGINE CHECK.	OK
	7	Y14	PALGRAVE, VISUAL EXTERNAL ENGINE CHECK.	OK
	8	MA30	PALGRAVE, VISUAL EXTERNAL ENGINE CHECK..	OK
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3	1	SN269	Engine with class limits	OK
	2	Y51	Engine with class limits	OK
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4	1	CM47	Engine Sealed.	OK
	2	NR9	Engine with class limits	OK
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5	1	Y44	Engine with class limits	OK
	2	C31	Engine with class limits	OK
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NASA 2012 L & J NATIONAL AUTOGRASS CHAMPIONSHIPS

POST RACE SCRUTINEERING RESULTS

CLASS * CAR No *	CHECKED	COMMENTS	
6 1	YD851	Engine with class limits	OK
...2	N25	Engine with class limits	
7 1	SP141	Engine with class limits	OK
....2	A13	Engine with class limits	OK
JNR SP 1	NS155	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
2	NW80	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, <b>ECU SENSORS, INLET MANIFOLD, FLYWHEEL, CLUTCH,</b> GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	<b>WRONG ECU sensor modified.</b>
3	SR46	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
4	WS2	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES..	OK
5	NS15	INLET MANIFOLD, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
6	SV101	INLET MANIFOLD, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
7	YD64	INLET MANIFOLD, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
8	C1188	INLET MANIFOLD, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
8 1	SC17	Engine with class limits	OK
2	C10	Engine with class limits	OK
9 1	Y78	Engine with class limits	OK
2	TA17	Engine with class limits	OK
10 1	IK10	Engine with class limits	OK
....2	NS1	Engine with class limits	OK

CHAMPION OF CHAMPIONS

NICOLA OLSSON	CLASS 4	CM47	PEUGEOT	OK
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ERF – EXCLUDED (Red Flag). NF - NON FINISH (Breakdown/Accident).

BF - BLACK FLAG (Disqualified by track Chief Marshal).

NF - NON FINISH (Breakdown/Accident). BF - BLACK FLAG (Disqualified by track Chief Marshal).