



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING

REF: S2MIN0412/DH/GIJ

SUNDAY, 14th APRIL 2012 - 11.00 am

TRAVELODGE, Birmingham Road, Walsall WS5 3AB

Present

C. SCRUTINEERS	No.	LEAGUE	SCRUTINEERS CLUB
Y	16	CGTRO(LINCOLN)	Rad
*	25	C. SCOTLAND	EA
Y	14	EAST ANGLIA	S
Y	01	EAST MIDLANDS	CGTRO
*	11	ESSEX	E
+Y	24	FENLAND	Y
Y	02	GLOUCESTER	
*	18	KENT	
Y	07	MIDLAND AP	
Y	09	NORTH WESTERN	
*	21	NORTHERN IRELAND	
Y	10	NORTH YORKSHIRE	
+Y	15	SHROPSHIRE AA	
*	04	SOUTH WALES	
Y	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 National Scrutineer/Scrutineering Assistant
 NASA Directors X 2
 NASA Scrutineers Secretary

APOLOGIES: NASA Director x 1

Scrutineers marked + are Club scrutineers representing League in place of League Chief Scrutineer.

VISITORS:

**ASSOCIATION OF
 AUTHORIZING
 BODIES**

Office: 53 Andrew Drive, Haywood Oaks, Blidworth, Notts. NG21 0TX
 Registered in England and Wales -- Company No. 1716574

1. INTRODUCTION.

NASA Chief Scrutineer welcomed those present.

2. MINUTES OF PREVIOUS MEETING 19/02/12 and MATTERS ARISING

Page 1. - Conduct

CI1 TL & EA Rep. queried the situation regarding the 5 No. abusive individuals including Mr P. King (G40D Class 2 Nova) and associates. He was concerned that not all the persons had been subject to correct disciplinary action. Also the 'Discipline' section on the NASA website had not been updated to suit.

A Director explained that for 2012 the Members Handbook had been amended to increase action against abuse. Various personnel can now intervene and confiscate the person's licence/membership card. The Board had a will to deal with all threats of violence etc. He could not comment about previous actions by the delegated Directors concerned other than to confirm that Mr I. Phipps had had a 6 month ban.

The Board want to support scrutineers and other officials in such cases. However the Board requires written notification and evidence against any abusive individual.

He is updating the 'Nationals File' and this will include more protection and controls over attendance by competitors, mechanics, friends etc at Post-race scrutineering.

General discussion re conduct including reference to threats of violence necessitating some scrutineers and family to fear for safety and keep a blunt object to hand whilst in motor home overnight. Perceived lack of action regarding certain offenders.

NASA Chief Scrutineer commented that the persons described by CI1 TL & EA Rep. were known and in the event of any abuse would be removed from the race meeting concerned and reported for disciplinary action. At the Board meeting that he had attended the support for scrutineers was there and very good.

Page 2 – Noise meters.

A Director confirmed that the unit for the NASA Noise Tester was now available for delivery.

Page 3 – 30mm Box Roll cage - (Also see item 4d later in meeting).

Glos Rep.. explained that the League would wish 25mm to remain for Class 1 and Class 2.

NASA Chief Scrutineer explained that some cages were being made smaller to save weight.

Also cages were being measured and found to be well below the minimum 2.5mm thickness. This was due to several factors including variance in manufacturing & rolling process producing lengths with correct thickness at end but variable thickness at various points in-between.

The only way to guarantee full 2.5mm thickness throughout is to specify the 30mm box. Whilst this has a nominal thickness of 3mm the actual thickness will be between 2.5 and 3mm, but never less than 2.5mm.

Page 3 - Fuel Checking

CI2 TL & WW Rep. enquired if there were any developments since last meeting.

A Director explained that the process for fuel checking was being considered by the Board.

Brief discussion followed including reference to availability of 100+ octane fuel available from certain petrol stations. Some competitors had changed fuel types for 2012. Use of permitted additives can affect fuel testing result. Difficulties in testing on field and sampling details.

NASA Chief Scrutineer confirmed that 1 vehicle had been found to be using methanol. Only pump fuel permitted.

NASA Chief Scrutineer confirmed that investigations were ongoing and a procedure will be found and agreed.

Page 3 – Micra vehicle - See later in meeting

Page 5 – Roll cage uprights.

CI2 TL & WW Rep. enquired degree of enforcement.

NASA Chief Scrutineer explained that the tolerance is a maximum. Uprights that are 7" or 12" from 'B' posts are not permitted.

Door bars should cover complete length of door.

Brief discussion followed including reference to location of uprights with regard to the 'A' and 'B' posts.

Page 6 – Front Panels. – Air Holes

CI2 TL & WW Rep. enquired if 'Extra holes' were permitted.

NASA Chief Scrutineer expressed concern that vehicles were being permitted to race with additional 'Air Holes' cut into the front panels.

The rules are clear. Standard only – No extra 'Air Holes' in front panels. Therefore they must be filled in with metal.

The Starlet 'George Polley' type front panels must have the extra holes filled in with metal.

Page 8 – Safety harness

CI1 TL & EA Rep. explained that he had been contacted by a member who reported that a scrutineer at a recent race meeting had told him to cut off a seat belt buckle.

NASA Chief Scrutineer commented that he had no knowledge of the incident and this needed to be investigated further.

In the meantime buckles should not be cut off.

Brief discussion regarding seat harnesses including reference to different makes. Crutch strap design and location for correct fitment. Buckle types.

NASA Chief Scrutineer confirmed that all harnesses must be fitted in accordance with the manufacturers instructions. Crutch straps must also be fitted correctly as there have been instances of wrong fitment.

It is also not permitted to convert a 3 point to a 5 point purely by fitting 2 crutch straps.

The harness must be a correct designed proprietary 5 point by original design.

Page 9 – Scrutineering Equipment – Ultrasonic Tester.

A Director explained that there were 2 available. One with another Director the other with himself.

The situation with Leagues hiring or borrowing is being looked at.

However arrangements can be made for cars that need checking to be sent to an agreed location for testing.

- See Roll Cages item later in meeting.

There were no other matters arising.

PROPOSED: CGTRO Rep.

SECONDED: EA Rep.

That the minutes be accepted as a true record.

UNANIMOUS

3. CORRESPONDENCE:

No Correspondence received.

4. JANUARY 2012 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS

a. Class 1 & 2.

i. Experimental vehicles / Trials.

CI1 TL outlined the current situation regarding experimental vehicles.

Class 1.

2 No Yaris vehicles had been authorised. - NASA 15 & NASA 20.

Micra Rule Clarification

Rule 17.8 Page 56. The word 'Maximum' should read 'Minimum'.

Immobiliser

The EM rep. explained that 2 late version Micras after conversion to Class 1 had experienced the immobiliser cutting in and the vehicle then refusing to start. The cars had to be taken to the main Nissan dealer to be reset at a high cost.

The CI1 TL commented that he was not aware of any specific problem. Possibly a wrong wire had been cut in preparing the car. i.e. wire cut when car running to see if anything cuts out. Car then switched off but doesn't then start due to wrong wire being cut. However in essence there was no need to amend the wiring loom at all.

Not mentioned in meeting but this could be the 'Cold Start' problem (Particularly on cold wet days) that some models suffer from. If engine stopped before warmed up it wont restart then a particular fuse needs to be removed to start and then once warmed up (say 10 Mins. running) switched off and fuse replaced.

Class 2.

NASA 808 was being converted from Class 1 to Class 2 by a change of engine from 1000cc to 1300cc.

The Y Club rep. enquired why had the Micra been chosen as opposed to other vehicles.

Cl1 TL explained that the Micra had been chosen because by virtue of a simple engine change the car could be ultimately used in 2 Classes. Class 1 as a 1000cc then upgraded to Class 2 with a 1300cc engine and upgrade of vehicle to suit Class 2 rules.

There is also a 'Cc phobia' where most competitors want to keep the 1300cc limit rather than go to 1400cc. A change to 1400cc would in essence make every current car uncompetitive.

Brief discussion followed including reference to change to more than 2 valves but with 1300 would see many more readily available vehicle being eligible.

A Director explained that other vehicles may be considered and applications would have to be made to the Board. There is a need to continue and maintain a limited modification 'Starter class' such as Class 2. At present it is mainly Micra Mk 1 and Nova & Corsa vehicles. In future there may be others eligible.

b. Class 2 – Bodyshell preparation.

CL2 TL explained that constructors & competitors were beginning to again cut away bits of bodyshell that must remain.

All original vehicle seat belt mountings must remain in situ.

The standard bumpers must remain in situ.

Additional 'Air Holes' in front panels not permitted.

T31 had been found at NAC with additional holes & made to fill them in. Now for local racing the infill has been removed. – The holes must be and remain filled in.

c. Tyres

i. Tyre Update.

The Tyre co-ordinator explained that very little had changed since last meeting.

Sportway had requested that some of their tyres be changed from the Option 'A' listings to the Option 'B' listings.

They had got their lists mixed up and wanted their error correcting.

This had now been done and revised lists were to be posted onto web.

ii. Durometers.

A Director confirmed that they had been ordered and would be issued once received.

d. Roll cages.

NASA Chief Scrutineer expressed concern that there were still roll cages that did not comply with the rules.

NASA Chief Scrutineer confirmed that all cages must be fit for purpose and in full compliance with current rules.

The cage must suit the vehicle structure.

The cage must also be suitable for the driver. If a cage is so small that the driver has to be hunched up to drive then it is too small and not suitable.

Access to the driver by medical personnel must also be considered.

Uprights that are 7" or 12" from 'B' posts are not permitted.

Door bars should cover complete length of door. – In future a length for Class 1 Mini's and Micra and Class 2 Nova and Micra may be considered with regard to putting into rules.

Inspection Holes

The requirement is still in the rule book. If a scrutineer requires a competitor to drill a hole than that is a valid instruction and the competitor must comply.

If has been found that some holes are drilled in the only part of the cage that is of the correct thickness as a deliberate attempt to hide the fact that the rest of the particular bar is below minimum thickness.

Class 1.

Roll Cages produced by Mr M. Griffiths in a lightweight form for Class 1 as discussed at the previous meeting were still out there. They are wrong and not fit for purpose.

Mr M. Griffiths is not a NASA recognised proprietary manufacturer of roll cages. In the event of likely failure there is a potential personal liability against Mr M. Griffiths. If these are 'Passed' by scrutineers there is a further potential liability.

The standard of welding is poor.

The rear hoop upright is not straight.

The door bars are short.

The door bars are fitted incorrectly such that the weld takes the impact not the bar.

They have bars that have joins that have been hidden instead of being one piece. (Join smoothed by grinding off).

The top of the cage is not close enough to the vehicle roof.

The uprights are not close enough to the 'A' and 'B' posts. Both in width and length.

Photographs were passed around.

He would advise all such cages to be destroyed and replaced. (Some already have been).

Remedial and or restitution action by any purchasers is solely between them and Mr Griffiths.

Other Classes

NASA Chief Scrutineer explained that vehicles were being found with roll cages less than 2.5mm. Some as low as 2.0mm.

Competitors must realise that the bead/sand blasting process for re-powder coating roll cages also removed part of the surface metal. All vehicles with undersized cages must not race again until the cage has been replaced.

30mm Box situation.

NASA Chief Scrutineer enquired if any other leagues apart from MAP and Glos. had discussed this since the previous meeting.

None had.

NASA Chief Scrutineer requested that this be brought back to next meeting.

A Director explained that the intention is to update the roll cage rules over the next 2 years so that in 2015 the New minimum sizes and designs would be issued.

This was needed because modern vehicles have lightweight body-shells and do not have the inherent strength of body-shells from the pre 2000 era.

e. Class 3 – Non-standard panels – Confirmation of prohibition.

NASA Chief Scrutineer expressed concern that some vehicles that race have been found to be fitted with non-original panels, or panels from a different make and model of vehicle. This also applied to Classes 4, 5, 6, & 7.

The Class 3, 4, 5, 6, & 7. Regulations are clear in that *'All vehicles must be of metal and retain their original shape and silhouette as per manufacturer's original specifications.'*

A Mini must be fitted with Mini panels, a Saxo must be fitted with Saxo panels. The replacing of say front panels with steel sheeting is not permitted.

All such vehicles must be corrected as soon as possible. If necessary stopped from racing until correct panels are fitted.

Bumpers.

NASA Chief Scrutineer expressed concern that vehicles were being permitted to race without correct bumpers.

Some class 3 cars have seemingly been fitted with heavy duty Volvo type units. Also large steel fabricated ones. Also bumpers that have been extended to cover rear corner & side of vehicle.

The rules are clear. – Standard or identical to standard only.

Front panels. – Air Holes - See matters arising items from previous meeting.

76F. – Toyota 1000.

NASA Chief Scrutineer explained that despite the various comments and abuse on the YD Forum and Facebook by Mr B. Goodchild (16F) he as NASA Chief Scrutineer was not 'God' and neither all the other names. At all times he as NASA Chief Scrutineer had acted correctly and made the decision to stop the vehicle from racing entirely within the remit of its non compliance with the NASA Rules and his position of NASA Chief Scrutineer.

Mr S. Manley (The owner, constructor and driver of 76F) had been informed in August and September 2011 what was needed to be done to the vehicle (A complete new shell (Mr Manley has a spare) and correct panels) before it could race in 2012. He as NASA Chief Scrutineer had also personally had telephone conversations with Mr Manley, therefore he was baffled why Mr B. Goodchild had got involved and the factually incorrect and abusive postings placed on the web.

He as NASA Chief Scrutineer had decided against replying to any web postings (As had Directors). This committee meeting is the correct place to seek advice and provide replies and or answers to any rule queries. Scrutineers already have at times a difficult task to do and this type of reaction from the likes of Mr Goodchild he as NASA Chief Scutineer and they can do without. Therefore some formal action by Directors would be appreciated.

A Director explained that the Directors had been informed that a new bodyshell and panels were required and had already taken some disciplinary action against Mr B. Goodchild in the form of a ban, due to continued abuse that ban had since been extended and his again subsequent and most recent abusive comments were to be discussed at the next Directors meeting.

NASA Chief Scrutineer explained that there were many issues with the repairs already carried out to the 76F vehicle. The vehicle was now seemingly a Toyota/Fiesta hybrid. Both of the door skins and both front wings had been replaced using Fiesta door skins and wings. The front panel had been replaced with a steel sheet that covered the original grill aperture and extended to the bottom of the front. The rear panel has been repaired with steel sheeting roughly patched and formed and overlapped onto the rear wings. Rear wings repaired by rough welded steel patches. Parts of the front chassis were missing. Seat support bar incorrect location. Radiator expansion tank not shielded. Sills not joined correctly. All of the above items are not permitted under the following Class 3 rules and others.
- 2.1, 2.14i, 2.14ii, 2.14iii, 2.17i, 2.18, 2.21, 18.1.

Being a Toyota 1000 vehicle it must be fitted with Toyota 1000 doors, front wings, rear wings, rear panel and front panel, boot and bonnet. Only the front grille and lights apertures and rear lights apertures may be filled in with steel sheet maximum size 20 gauge thickness. The vehicle chassis must be complete to the front panel.

Photographs were passed around to those present. There were also several other suspected issues that a full inspection would reveal.

Mr S. Manley had been invited to bring the 76F vehicle to the meeting today for a full pre-race inspection where the defects and solutions would be discussed direct with him. Regrettably he had declined to bring the vehicle for checking.

Therefore the situation remains that Toyota 1000 vehicle 76F is not permitted to race at all until the whole vehicle fully complies with the Class 3 construction rules. Prior to racing at any time in future the vehicle must be given a pre-race inspection by himself (NASA Chief scrutineer) and nominated scrutineers including Class 3 TL and the local league Chief Scrutineer at a location of his (Mr Hardy's) choosing.

f. Rear Protection (CGTRO).

The CGTRO rep. enquired the extent of rear protection that is permitted.

NASA Chief Scrutineer explained that the only 'Rear protection' permitted is the single bar as described in the rules. The 'Support bars' may be a maximum of 25mm either box or circular section. A say 32mm bar is not permitted.

For rear engined vehicles in Classes 5 and 7 this is separate from the engine and or suspension cradle. The cradle may for some vehicles due to the bodyshell design and engine location, be very close to the rear panel. The cradle construction is free provided it is a genuine 'Engine/Gearbox/Suspension cradle.

Brief discussion followed including reference to rule wording amendment to clarify for 2012, variance in types of cradle design fitted to vehicles. Variance in distances from cradle to rear panel and ancillary protection bar construction.

NASA Chief Scrutineer confirmed that for rear engined vehicles in Classes 5 and 7 a single ancillary (gearbox or exhaust) protection bar may be fitted and joined onto the rear protection bar provided it is to the centre of the protection bar. This ancillary protection bar must not be straight and must have a bend of approx 45 to 90 degrees so that any impact is partially absorbed and not all transmitted directly onto the rear protection bar support bars. Also if there is no 'Boot floor' bodyshell remaining to fix the protection bar support bars or to then it is permitted to fix the support bars and also any ancillary protection bar to the 'Engine/Gearbox/Suspension cradle.

g. Rule Clarifications from Leagues

Class 2. - Springs

Can twin springs be used? – NO only a single spring must be used.

Class 2. - Struts

Can struts be fitted with homemade spring platforms? - NO Only proprietary manufactured units can be used.

Exhausts. – Rear of vehicle.

NASA Chief Scrutineer explained that he had been asked to confirm where the rear of the vehicle is. The rear of the vehicle is a point to the rear of the centre of the vehicle. For Classes 2, 3, 4,5,6,7 the exhaust may terminate either at the vehicle side panels/wings or rear panel at any point behind the centre of the vehicle.

Bumpers.

NASA Chief Scrutineer expressed concern that vehicles were being permitted to race without correct bumpers. Some class 3 cars have seemingly been fitted with heavy duty Volvo type units. Also steel fabricated ones.

The rules are clear. – Standard or identical to standard only.

Identification

NASA Chief Scrutineer expressed concern that vehicles were being permitted to race without correct ID. (Roof Numbers & Letters and or Side number & letters) This can clearly be seen from photographs on various websites. In some cases with Roof ID and Side ID completely missing. If a simple thing as ID cannot be got right then what else is wrong with the car. It did not help that a Director had attended a recent race meeting with his a Class 10 without ID.

This must cease. Scrutineers must be 'Harder' - No ID – No race.

5. Proposed changes for January 2013 as recommended by the Scrutineers Committee.

N.B.

The items minuted are the proposed subject of the rules in question, **details of discussions, and alternatives involved have not been recorded** as their inclusion may produce confusion.

A handout of the ratified changes will be issued later in year. – Interim information at end of minutes.

a. Rules Change requests from League Chief Scrutineers & Leagues. - None brought to meeting.

b. Rules Change request from NASA Chief Scrutineer.

Update of rules to suit Seat and Junior Special issued guidance.

Slight amendment for Saloon Classes to clarify existing rules – Bodyshell prep & Panels.

Roll Cage wording amendments to suit issued guidance and door bar requirements at previous meeting and this meeting.

Missing words replaced – Class 3 Tyres.

Class 1 Micra – wording correction.

General Roll Cage Rules update over next 12 months for 2015.

c. Rule change requests from NASA Directors.

Directors want minimum changes for next 2 years.

General Roll Cage Rules update over next 12 months for 2015.

d. Rule Change – Rule book Proof reading procedure.

Not mentioned at meeting but included for reference.

All the proposed rule changes for the construction rules (e.g. - See end of minutes) and updates the draft rule books (A4 format) are sent for Directors approval with all changes highlighted for identification.

The Directors then check and accept/amend or reject items. Once approval is given the drafts are revised to suit any instructions to add different or extra rules/words and the amended drafts are sent to nominated Directors and Chief Scrutineer and or others for proof reading & checking. Once all are happy the final draft (Converted from A4 to A5 Format) is sent to Directors for sending to printer. The printer then produces their own 'Proof copy' (Actual copy they will print from in A5 format). This is again checked by nominated persons (This checking is done to a specific deadline usually less than a week) and then sent back to printer for printing by the NASA required dates.

6. ANY OTHER BUSINESS:

Chairman's Meeting report.

The Chairman's meeting Director entered the meeting and provided details of what had been discussed at the Chairman's meeting.

Special TA200 had been found with 1" box section cage of 2mm thickness. This vehicle was recently checked at a SV meeting using the ultrasonic thickness detector and 'Failed'.

NASA Chief Scrutineer confirmed that It must not race again until the cage has been replaced.

A Director commented that the Board had requested that methods of preventing such vehicles to be sold on via EBay etc; to unsuspecting new owners needs to be thought about. Whether once a cage had been found to be low it was cut immediately with say a Stihl saw, or marked with a non-compliance sticker.

Discussion followed including reference to obtaining compliant & non-compliant non removable stickers for use by roll cage scrutineers.

Nationals

The chairman had discussed the separate checking of vehicles in nearby 'Barns'. Was this supported by scrutineers?

Following brief discussion it was agreed not. The remote checking may create the impression that vehicles were not being checked and persons still wished to witness the procedures as at present.

A Director explained that the updating the 'Nationals File' will include more protection and controls over attendance by competitors, mechanics, friends etc at Post-race scrutineering. All non scrutineers will have to 'Sign on' at post-race checking. This will help to identify who is attending especially if there is any abuse.

The Chairman's Director then returned to Chairman's meeting.

NAC's

The Scrutineers Secretary handed out letters to all League Chief Scrutineers present requesting names of scrutineers for the 2012 NAC and 2012 Ladies & Jnr. NAC's.

General discussion followed on duties and workload and catering facilities at nationals.

See Scrutineering times guide in reminders section at end of minutes.

Letters to all League Chief Scrutineers not at meeting will be issued via email (To those who's emails are known) requesting names of scrutineers for the 2012 NAC and 2012 Ladies & Jnr. NAC's.

Names to be returned to the Scrutineers Secretary ASAP as the scrutineers will be allocated to their respective classes at the next meeting.

Note: The Pre-checking of vehicles attending the NAC's by League & Club Scrutineers is required.

MEETING CLOSED 2.15 p.m.

N.B. REMINDERS:

1. **Next Meeting:**
Names of those wishing to scrutineer at both the NAC's and L & J NAC's must be brought to the meeting, in order to allocate personnel to each class. League Chief Scrutineers should assist at the NAC's.

2. **Rule Book & Licence.**
All members must be accompanied by their Rule Book and Licence at all times at a race meeting. Both the members Rule Book and Licence must be presented at "Scrutineering" and "Signing on" There must be a photograph of the member placed on the Licence.

4. **JUNIORS - Rule Book & Licence.**
All Junior Drivers must be accompanied by their Letter/Form of consent to race and Rule Book and Licence at all times at a race meeting.
The Letter/Form of Consent, Rule Book and Licence must be presented at "Scrutineering" and "Signing on"
There must be a photograph of the member placed on the Licence.

"Orange" "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.

They have not been generally issued to Clubs or Leagues for use locally.

If any are seen at race meetings then the Leagues concerned will be charged a certain sum of money and the jackets confiscated.

2012 National Autograss Championships	Thornborough DL8 2RE	3rd 4th & 5th August 2012
Scrutineering times: (All to be confirmed)	FRIDAY: Noise Testing	2.00 p.m. -- 3.30 p.m. (Break 3.30 - 4.30) 4.30 p.m. -- 7.30 pm.
	FRIDAY: Scrutineering	2.00 p.m. -- 4.00 p.m. (Break 4.00 – 5.00) 5.00 p.m. -- 8.00 pm
	SATURDAY: Noise Testing	7.30 a.m. -- 8.30 a.m.
	SATURDAY: Scrutineering	8.00 a.m. -- 9.00 a.m.
	SUNDAY: Scrutineering	8.30 a.m. -- 9.00 a.m. (Repaired vehicles only)

2012 Ladies & Junior National Autograss Championships	Withington HR1 3QG	1st & 2nd September 2012
Scrutineering times: (All to be confirmed)	FRIDAY: Noise Testing	2.00 p.m. -- 3.30 p.m. (Break 3.30 - 4.30) 4.30 p.m. -- 7.00 pm.
	FRIDAY: Scrutineering	2.00 p.m. -- 4.00 p.m. (Break 4.00 – 5.00) 5.00 p.m. -- 7.30 pm
	SATURDAY: Noise Testing	7.30 a.m. -- 8.00 a.m.
	SATURDAY: Scrutineering	7.30 a.m. -- 8.00 a.m.
	SUNDAY: Scrutineering	8.30 a.m. -- 9.00 a.m. (Repaired vehicles only)

NOTE:

Any scrutineer who wishes to take part in scrutineering duties at the NAC's must attend at least one scrutineers committee meeting.

Proposed rules changes for January 2013– Draft (Wording to yet to be confirmed – Open for discussion etc.)

Class 1, 2, 3, 4, 5, 6, 7.

9 The NASA permitted proprietary manufactured roll cage additional bars (Only door bars and diagonals) ~~if bolted~~ must be fixed by ~~welding~~ ~~means of the original roll cage manufacturers approved brackets, nuts and high tensile bolts.~~

13 **A** Roll Cage must be made of two main hoops.

One following ~~very near as~~ **close as possible** to the front windscreen pillars (“A” Posts).

One as **close as possible** to the “B” Posts, behind the driver’s seat **such that upright** is not more than 254mm (10”) to the rear of the driver’s helmet, when the driver is seated. (See Fig. 1.).

The linear distance **of the bar between and joining** the front hoop and rear hoop must at the underside of the top bar of each hoop be greater than 457mm (18”) **and be of a length as necessary to join the two hoops at the top of the ‘A’ and ‘B’ posts.**

The main roll bar hoops **and joining bars** must be placed as near as possible to the roof, in order to limit ~~the~~ crushing in the event of a somersault or roll-over.

Note.

i. Each of the roll cage individual component bars must be of a single continuous length of tube. **i.e. One length bar per part.**

The forming of a length of tube from two or more lengths by welding and concealing the welded joints by grinding/smoothing is prohibited.

ii. **The linear distance above is not the only measurement to build a cage to, but a requirement to take account of the variety of vehicles used in this class. All other roll cage rules including nearness to ‘A’ and ‘B’ posts and underside of roof must also be complied with.**

16 Front and rear hoops must be connected by a minimum of:

At the top:

Three front to rear bars **fitted as near as possible to the underside of the vehicle roof**., one along each side of the roof, and one along the middle. (See Rule 13 and Fig. 1.).

19 Door / Side bars.

Two side bars (Sb) each consisting of a single continuous length of tube must be fitted **such that they are next to the inside surface of the driver’s door (If skinned then door skin) and the passenger’s door (If skinned then door skin) for the complete length of the doors, and fitted to be on the outside surface of the main roll bar uprights. They cannot be fixed on the vehicle coachwork itself. They must be fitted such that the upright rather than any ‘Weld’ is subject to the stress loadings of any side impact.**

6.2 NASA reserves the right via an appointed Official and or Scrutineer to reject a seat (including mounting support frame/brackets), particularly ‘Thin’, ‘Lightweight’ or ‘Ultralight’ types that are marketed as a ‘Race seat’ but deemed as not fit for purpose and unsuitable for the shock and stress loadings of the ‘Autograss racing environment’.

Class 1

1.7 Camshaft.

Cam/Valve Timing.

The standard production cam/valve timing only shall be used.

Timing Gear & components must be original **standard production** OE.

Note.

The following are prohibited.

Non-OE timing gear including adjustable and or vernier types.

Keyway machining/modification and or use of shims/shimming and or offset dowel.

Cutting of alternative keyway to the original standard production one.

17.8 Vehicle ride height.

Any car where the ride height is felt to be high or to low to enhance the cars performance will be ordered to alter its ride height in respect of safety. No minimum or maximum ride heights will be given. The ride height will be compared to cars in full road spec trim.

Nissan Micra 1.0 16V (CG10DE)

Centre of wheel hub to arch lip vertical distance ~~maximum~~ **minimum**. Front = 340mm. Rear = 365mm.

Class 3

2.14 Vehicle Panels.

ii. The removal of any vehicle panel including roof, front and or rear wings, engine cover and or bonnet, luggage compartment lid and or boot lid and replacement of the same with non-proprietary replacement prefabricated metal panels **or panels from different make or model of vehicle is prohibited (See v. For the only exception).**

iv. **The complete removal of a vehicle front panel including grille and the fitting of replacement steel sheet panel is prohibited.**

Class Jnr Sp

6.3 NASA reserves the right via an appointed Official and or Scrutineer to reject a seat (including mounting support frame/brackets), particularly ‘Thin’, ‘Lightweight’ or ‘Ultralight’ types that are marketed as a ‘Race seat’ but deemed as not fit for purpose and unsuitable for the shock and stress loadings of the ‘Autograss racing environment’.

19.7 Rear Suspension Type Restricted.

vi. A GM Vauxhall O.E. - Corsa 1200cc 8 valve unit / Struts Part Number GM 72119025.

or proprietary manufactured replacement MacPherson strut (One piece without removable insert) is permitted.

If proprietary after market replacement unit is used it must not be of retail cost of more than the GM original OE replacement unit.

The use of competition / motorsports derived and or uprated and or modified and/or adjustable and/or ‘Remote reservoir’ and or

‘Piggyback’ type units are **including all Bilstein, Spax, AVO, G,max, Koni** prohibited.

The piston rod diameter must be a maximum of **20mm**.

Class 8,9,10

17.4 NASA reserves the right via an appointed Official and or Scrutineer to reject a seat (including mounting support frame/brackets), particularly ‘Thin’, ‘Lightweight’ or ‘Ultralight’ types that are marketed as a ‘Race seat’ but deemed as not fit for purpose and unsuitable for the shock and stress loadings of the ‘Autograss racing environment’.

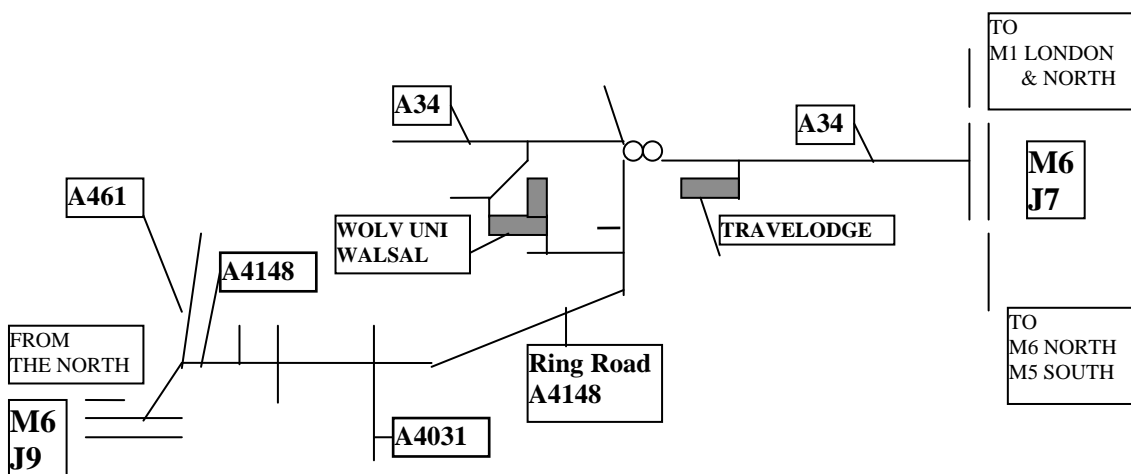
1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2012 Edition Rule Book.
2. For future reference: **WANTED:**
Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
- 3 **FUTURE MEETINGS: 11.00 am**
Travelodge, Birmingham Rd, Walsall WS5 3AB

SATURDAY
SATURDAY

16th JUNE
13th OCTOBER

NAC's & Training
2013 Rules - Confirmation

NASA AGM 27 November 2010



People attending the meeting must park their vehicles in CAR PARK. PLEASE DO NOT PARK ON THE GRASS. There is a £3 charge for parking.

Follow signs to RECEPTION, a porter will then direct you to the correct room.

You are advised to bring your own refreshments.

The travelodge has a NO-SMOKING rule.

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

=====