



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING REF: S4MIN1013/DH/GIJ

SATURDAY, 12th OCTOBER 2013 - 12 NOON

METRO INN, WALSAL.

Present

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

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

APOLOGIES: Essex Rep.

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

VISITORS: Insurance Broker Rep.

**ASSOCIATION OF
 AUTHORIZING
 BODIES**

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1. INTRODUCTION.

The NASA Chief Scrutineer welcomed all. He expressed disappointment regarding attendance at the previous meeting, especially non attendance of Rep from the Wiltshire League and it had meant that some scrutineering issues regarding the 2013 Mens NAC could not be dealt with in advance.

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

2. MINUTES OF PREVIOUS MEETING 22/06/13 and MATTERS ARISING:

Page 1. Roll cage – Headroom.

The NASA Chief Scrutineer explained that the issue was causing concern as there seemed to be several vehicles with low head clearance seemingly being permitted to race. This was due to a possible change in posture by drivers between attending scrutineering and actually racing.

He invited comments.

General discussion followed including reference to. Vehicles being sold on with new owner taller or having different stature to person vehicle was built for. Some bodysells having lower roof lines than older cars. Duty of care as per various statutory requirements including Occupiers Liability Act 1984, to keep land users i.e. public, users and event attendees reasonably safe. Inspection processes. Interpretation of 3" clearance rule changing over time e.g. To Top or bottom of roll cage roof bar surface. Changes in roll cage material affecting clearance e.g. 25mm bar to 38/42/50mm tube. Recognition of ambiguity and difficulty in enforcing rules. NASA competitors tend to argue back against scrutineers, other motorsport competitors do not argue due to sanctions against if they do.

The NASA Chief Scrutineer confirmed that ideally there should be 75mm (3") clearance above driver helmet. He requested that this be monitored prior to him taking matter back to Board for including in discussions for the future edition of the Rule Book.

Page 2. – Yaris Cylinder head thickness and Ride Height.

The Scrutineers Sec. enquired if any information found.

The NASA Chief Scrutineer explained the figures will be available later this week, ready for inclusion in 2014 Rule Book.

Page 2. – Modification of wheels.

The NASA Chief Scrutineer explained that at NAC's a vehicle had been found with wheel centre removed by drilling a series of small holes to form a circumference around the wheel centre and then the centre being chiselled out. This had been done to enable a Peugeot wheel to be fitted to Ford hubs. This method of modification was unacceptable and the competitor had had to change wheels.

The NASA Chief Scrutineer confirmed that only 'Home' modification was not permitted. Proprietary manufactured converted wheels were permitted.

No other matters arising.

PROPOSED: EA Rep.

SECONDED: Glos. Rep.

That the minutes be accepted as a true record.

UNANIMOUS -

CARRIED

3. CORRESPONDENCE.

CGTRO League.

i. Class 3 – Pedal location

The CGTRO Rep. explained that several competitors had complained to him regarding a number of Class 3 cars in that they were alleged to not comply with the 24" distance from front hub to pedals rule. He handed a list to The NASA Chief Scrutineer.

Brief discussion followed including reference to. Reasons for rule to limit rearwards location of driver & prevent use of rear passenger seat. One vehicle SN270, although seemed wrong from a distance had been checked since and found to comply with 24" rule. The constructor had confirmed that during construction the pedals had been placed to meet rule requirements before fitting bodyshell. It was therefore likely that the other 4 cars also complied.

The NASA Chief Scrutineer requested that the vehicles SR22, MA6, C12 and ARC 77 be checked again.

ii. Class 7 – Rear ballast

The CGTRO Rep. explained that a new class 7 vehicle had been found with 2 steel plates fitted at rear by means of one 8mm bolt and a plastic cable tie. A photograph of item was shown.

Is rear ballast permitted?



Brief discussion followed.

The NASA Chief Scrutineer confirmed that NO rear ballast is not permitted on any vehicle. The method of fixing was also not acceptable.

Ballast may only be placed in the location and fixed and be of the type specified in Rules 19.1, 19.2, & 19.3.

In this Class 7 vehicle's case this ballast does not comply with any of the 3 rules and must be removed prior to permitting the vehicle to race

iii. Specials - Forward Brace bars – Straight or bent & front connect point

The CGTRO Rep. explained that a new Class 8 – SC12, vehicle had been found with the front brace bars bent. A series of photographs of vehicle was shown.

Also ARC1 had the brace bars bent at point of connection with chassis and despite being requested to fit additional bar in between the brace bars, the competitor had refused.



Brief discussion followed including reference to bars being required to be adjacent to front sups i.e. close to limits of suspension front mountings. The NASA Chief Scrutineer confirmed that the front brace bars must be straight as Rule 10.14c and not be bent in any particular plane view. Both the vehicles concerned must be modified to comply with rules prior to being permitted to race.

Also SC12 has an issue with the engine protruding beyond the chassis structure (brace bars) – Rule 6.4. This is a potential hazard risk – Rule 3.8.

Therefore:

The forward race bars must be fitted in a different location such that they are straight.

The engine must be within the chassis.

The inadequate sharp edged engine shielding fitted must be removed and be replaced with a more suitable smoothed "Bonnet" type shielding.

The above items must be addressed prior to the vehicle being permitted to race.



iv. Noise – Lowering of NASA Limit.

CGTRO along with other clubs is facing increasing pressure due to noise. Could the noise limit be discussed with a view to reducing it to say 95 DbA. Specialist competition exhaust producers have confirmed that noise can be reduced without affecting power output.

The CGTRO Rep. explained that this requires discussion at committee and Board as a reduction would help alleviate noise difficulties clubs are experiencing.

Brief discussion followed, including reference to road rallying now requiring 86.5 DbA limit.

The NASA Chief Scrutineer requested that this be discussed at local level and he would also take to Board.

East Anglia League.

The League Chief Scrutineer had requested that the following be discussed.

i. Roll cage minimum thickness.

The NASA Chief Scrutineer confirmed that the box section tube used must be of stated size and be manufactured in accordance with the relevant B.S.

e.g. For 30mm the box size must be 30mm and the wall thickness 3mm +/- B.S. limits.

ii. Use of wooden components.

Concern regarding a “wooden” bush housing being used in Class 1. Is wood permitted?

The N. Scrutineer & WW Rep. explained that the vehicle concerned was actually fitted with a nylon type steering bush. However the finish and look suggested that it was of wood.

The SW Rep. agreed to double check the vehicle as it was a SWL car.

The NASA Chief Scrutineer confirmed that wood components were not permitted.

iii. Class 1 – Micra battery Tray.

Retention of battery tray. Is this a new rule?

The NASA Chief Scrutineer confirmed that all vehicles in Class 1 must retain battery box/tray. It had been a requirement for the Micra experimental vehicles to retain it and this had been continued when they were adopted into Class 1.

The Mica battery tray seemed to be a popular mounting for the fuel tank. This sometimes obscured the tray underneath.

iv. Class 1 – Mamba wheels – 3mm spacer.

When and why has the 3mm spacer been disallowed for “Mamba” wheels?

The NASA Chief Scrutineer explained that the 3mm spacer can still be used. The rule has not changed.

A vehicle at the NAC’s had been required to remove the spacer fitted because the wheel was protruding more than 15mm beyond the bodyline (Rule 13.1).

The wheels concerned had a too large offset. If they had protruded beyond 15mm without the spacer then the wheels would have had to be replaced with ones that complied with rule.

v. Removal overnight from pits.

At a race meeting over 2 days can vehicle be removed from pits overnight? If they are removed must they be re-scrutineered next day?

The NASA Chief Scrutineer confirmed that at any race meeting except for the National Championships, which is held over 2 or more days a vehicle may be removed from pits overnight. (Subject to any local restriction).

However the vehicle must be fully re-scrutineered before being permitted to race on Day 2.

Regrettably at some race venues there have been security issues, therefore some competitors have placed their vehicles in race boxes etc; overnight.

The NW Rep. enquired as to situation regarding damage or theft, which is liable competitor, hosts or landowner?

The NASA Chief Scrutineer confirmed that it is the meeting hosts.

This is to be discussed at Board as there may be insurances available to suit.

vi. Scrutineering persons

Must race cars be inspected and "Passed" by official scrutineers? i.e. persons that are signed on as scrutineers at that race meeting or can a driver or his associates sign the licence as "passed" to race. Who is at fault in the event of an incident regarding that vehicle?

The NASA Chief Scrutineer explained this matter had been discussed at Board and invited comments.

General discussion followed including reference to a situation regarding a well known SWL P-- driver currently racing in Class 7 who had allegedly by-passed official scrutineering with his brand new car and had had his licence signed by someone (Allegedly himself?) who did not have a recognised signature.

The N. Scrutineer & WW Rep. confirmed that as the person requested by hosts and designated to oversee scrutineering at the particular race meeting, the driver and vehicle involved had not attended official scrutineering and that the vehicle had seemingly appeared in pits sometime after close of scrutineering.

The NASA Chief Scrutineer commented that the vehicle had subsequently been re-checked by members of the host league. The driver had provided a number of different explanations of what happened and who did what etc; such that the truth of the matter was obscured and could not be factually ascertained.

Discussion continued including reference to veracity of explanation of events and excuses by driver to various officials. Prevention methods of abuse of scrutineering process, use of secret stamps (i.e. several stamps available but with one chosen on day of race meeting) / coloured pens (colour chosen on day) / stickers for scrutineering. Potential unwanted consequences and liabilities and against driver, meeting host and NASA should a non-official scrutineered car be involved in a serious incident. The official scrutineering of any vehicle provides some protection in the event of an incident as it proves that vehicle has been checked before racing.

Concern expressed that identity of driver well known, but seemingly no disciplinary action taken. Car & driver should have been disqualified from meeting concerned. Licence should be revoked. Ban should be given for early part of next year. Disqualified from qualifying for Nationals etc; and other suitable sanctions.

The NASA Chief Scrutineer confirmed that all race vehicles must be scrutineered at the specified times and place as the particular meeting' procedures. Signatures must be legible.

The particular driver must be observed and seen to be compliant with procedures. Disciplinary action available if proved to do same in avoiding official scrutineering in future.

The NASA Chief Scrutineer confirmed that he will take matter back to Board.

4. JANUARY 2013 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

a. Experimental vehicles / Trials.

The NASA Chief Scrutineer provided a brief update on situation.

Class 2 – Experimental vehicle.

1. Nissan Micra 1300 is currently racing. Not a success Vehicle may run until end of this season only.
2. Peugeot 1360. – The NY Rep. commented that he had not had any instruction to proceed.

The NASA Chief Scrutineer apologised and confirmed that The NY Rep. may continue with build and will race under NASA 10.

The NASA Chief Scrutineer confirmed that the application for other vehicles is open. However the experimental vehicles are not eligible for points, prizes or trophies.

b. Tyres.

The Tyre Co-ordinator & EM Rep. provided an update on tyres.

Option 'B' a couple of additions otherwise as previous. The list will be updated and put on website shortly.

Following brief discussion regarding tyres in general The NASA Chief Scrutineer explained that the durometers were with NASA Treasurer at present whilst Board considered their future.

c. Chief Scrutineers Report.

The NASA Chief Scrutineer explained various issues had been covered earlier in meeting.

He reminded all of scrutineering responsibilities and actions at race meetings.

Class 1 – 4 door models – Door Skinning.

The NASA Chief Scrutineer confirmed that for 4 door models of all class 1 vehicles only the front 2 doors (Driver and front passenger doors) may be skinned as rule 2.5. The 2 rear doors must be retained in their entirety. Please note that for Micra & Yaris the complete doors cannot be skinned “Only the lower part of the front doors” - Rule 2.5.

2013 National Championships Report.

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 are now 2pm to 4pm, Break. 5pm to 8pm. The 9pm finish has been discontinued.

i. Mens.

There had been an issue with a Class 7 vehicle regarding driver's stature and roll cage. The vehicle had been stopped after 1st heat due to head clearance and the driver given various options to carry out before racing further, including lowering seat. However the driver had himself decided not to race further.

The NW Rep. commented that the car concerned was allegedly for sale.

The NASA Chief Scrutineer had been disappointed regarding the difficulties he had experienced for trying to enforce the rules.

Independent measurer.

The WML Rep. queried the attendance of engine builder Mr T. Bell as “Measurer”.

The NASA Chief Scrutineer explained that there was a different person who was the host league's chosen measurer, however the person had been taken ill just before the NAC and could not attend. He (NASA Chief Scrutineer) had then, due to the very short time available, to source an alternative person, enquired of Mr Bell if he was available. He (Mr Bell) was happy to step in and thus attended. The “measurer” only measures a component upon request as a “double check” on any scrutineer's measurements. All calculations are carried out by NASA Scrutineering officials. The “measurer” has no input as to the legality or not of any component.

ii. Ladies & Junior.

The NASA Chief Scrutineer explained that there had been several issues with crash helmets. Several had become loose and had detached from competitors heads. This had been affected by scrutineers being prevented at Ladies & Jnr. from patrolling start line. i.e. Start line persons not checking helmets etc.

The Scrutineers Sec. commented that a few had been confiscated as a result of damage, one driven over, others flying loose and damaged, others scratched etc. One junior had been given helmet back and shown how to thread strap through clasps correctly – did not know, thought popper was only method of fixing. So there seems to be an issue that fitting instructions are not being followed.

The NASA Chief Scrutineer requested that all ensure that helmets are fitted correctly and secure.

Scrutineering – Post Race ‘Mens’

All vehicles checked were found to comply with the relevant class cc limits and engine preparation regulations

General views of vehicles being checked





Scrutineering – Post Race L & J

Junior Specials – Sensor modifications.

The NASA Chief Scrutineer confirmed that 1 vehicle was found incorrect at post-race scrutineering.

The inlet manifold had been modified by the addition of material to the port/orifice that feeds water to the ECU sensors. Engine runs without sensors detecting correct water temperature thus ECU receives false/incorrect information. Enables more fuel sent to engine and thus more power.

Not as standard as required by rules. Driver disqualified and subject to disciplinary action.

The Scrutineers Sec. showed manifold to those present.



Junior Specials waiting to be weighed (Fri)



Special being weighed (Fri).



Other vehicles

Checked found to be OK. Photo -General views of vehicles being checked





2015 Roll Cage Rules

The NASA Chief Scrutineer explained that this had been placed on agenda due to a request from the League Chairmen. He (NASA Chief Scrutineer) was not prepared to re-visit this for the nth time. Following previous discussions and events the insurers were happy with the pathway plan to increase the minimum box section size from 25mm to 30mm. Notice had been given for 2 years.

The Chairmen had also agreed and accepted at their meeting today that the agreed 30mm rule changes would continue. There had only been one vociferous person lobbying against. The matter was now dealt with.

The NW Rep. queried original procedures when dealing with insurers for increase in sizes.

The Insurance Broker Rep. explained the routes from NASA Board via the Brokers to the Insurance Company and back. The Insurers can advise or dictate on any issue depending upon seriousness of risk and or any observed trend or risk patters. E.g. If there are a rise in any particular type of incidents then the cause may be looked at and if necessary changes made to lower the risk of any particular event or events occurring.

The NASA Chief Scrutineer commented that perhaps communication between Board and Insurers could have been made clearer to the various NASA committees etc.

e. Rules Clarification requests from League Scrutineers

Class 1. - Rear bulkhead – Speaker holes - Must they be filled in with metal?

YES – Rule 2.3 covers this.

The speakers are regarded as “Trim” and must be removed with remaining holes filled in with metal.

Roll Cage – Bending of box section.

The NASA Chief Scrutineer explained that there may be an issue regarding the way box section is being “bent” and subsequent deformation of the inside and outside curved tube walls becoming indented and “thinning” of wall thickness. He invited comments.

General discussion followed including reference to sketches. Bending methods. – cutting and welding or just bending to achieve desired curves. Cold bending has different results to hot bending in former. Need for test to check affect bend has on strength and ability to withstand external pressure – rollover etc.

The EM Rep. and NY Rep. agreed to investigate further and report back.

Floor Frames. - Are they part of roll cage structure?

The NASA Chief Scrutineer confirmed that 25mm floor frames must be changed to equivalent tube types or 30mm box.

Front Diagonal Bar. - This bar as fitted to a few vehicles. Must it be removed?

The NASA Chief Scrutineer confirmed YES it must be removed as it affects driver and medical personnel access and egress.

The NASA Chief Scrutineer was then requested to attend Chairman’s meeting and left room.

The Scrutineers Sec. with the NASA Chief Scrutineer's permission took Chair.

Class 1.

Micra – Rev Limit.

The NY Rep. explained that following tests it had been found that the 6600 rpm limit only applied to the very early models. All subsequent models had a 6850rpm limit.

The Scrutineers Sec. confirmed the NASA information would be updated to suit.

Micra – Distributor.

The NY Rep. explained that it had been found that some competitors were filling in a hole in the distributor plate to allow a higher rev range. This was not a standard modification. Is it permitted?

NO – The small square hole and long slot hole must remain clear.



Micra – Air intake.

The NY Rep. explained that a couple of competitors were requesting if a elbow bend or curve can be fitted to the air intake to prevent it facing forward. The standard intake is becoming blocked by track debris/mud.

The Scrutineers Sec. explained NO.

The rules are fixed until end of 2014 season. Therefore for the present the intake cannot be relocated or extended or fitted with bend.

The fitting of a headlight orifice cover is permitted. The design of this may be such that it protects the air intake, without covering the whole headlight orifice if necessary.

Micra – Suspension units. - Can Gas units be used?

The Scrutineers Sec. confirmed that KYB manufacture standard replacement units that are available with oil or gas (Premium/Excel-G).

Bonnets & Boots – Skinning.

The WML Rep. enquired if bonnets and boot lids could be skinned. The availability of replacement items is getting worse and cost are rising. Trying to straighten out the strengthening webs and fitting to a new skin is difficult.

The Scrutineers Sec. explained NO.

The rules are fixed until end of 2014 season. Therefore for the present skinning is not permitted.

Class 3 – conversion of 4 WD vehicles.

The NY Rep. enquired if the Subaru 4WD can be used as a base for a RWD conversion.

The Scrutineers Sec. confirmed that The NASA Chief Scrutineer had permitted this as the car concerned was available in 2WD format.

The anti 4WD conversion rule was introduced to prevent small 4WD vehicles such as the Just/Panda from being converted. However for 2015 it is likely that this rule may be discontinued as the Justy/Panda is on the list of prohibited vehicles.

The NASA Chief Scrutineer returned to room.

Noise II

The NASA Chief Scrutineer commented that the Chairmen had agreed that the noise issue needs addressing and there will be further discussion at future meetings,

5. January 2013 Edition Vehicle Construction Rules & Regulations.

- a). **Rules Change requests from Leagues.** - None.
- b). **Rules Change requests from NASA Chief Scrutineer.** – None.
- c). **Rules Change requests from NASA Directors.** – None.

The Scrutineers Sec. Jones explained that he had not yet received confirmation from Board that the changes listed were all accepted. However this was due shortly. Therefore the information on rear of agenda and in the minutes of this meeting is for information only.

6. A.O.B.

2014 Nationals.

The WW Rep. explained that the West Wales League is running both 2014 NAC's. Post race scrutineering will follow the typical format and vehicles required to be stripped will be dismantled regardless of any other race meetings (e.g. BAS/UKC) the following weekend.

The NASA Chief Scrutineer confirmed that this will be the case.

Class 1 – Micra – 14" Wheels - Some models allegedly were fitted with 14" wheels are they permitted?

The NASA Chief Scrutineer explained that he had been made aware and this was going to be raised at Board.

Class 4,5,6,7. -Battery Location.

The WW Rep. enquired if it was a requirement for the battery to be mounted within the front suspension cradle, and if not should it be. The battery is, on certain vehicles, in front of the cradle and the first thing the front panel is crushed back into in the event of a front impact.

The NASA Chief Scrutineer confirmed that there is no requirement at present; however that may change for 2015.

This needs to be discussed at local level with feedback to next meeting.

Junior Specials – Vauxhall Pistons.

The MAP Rep. enquired as to situation regarding the proposals from the specialist supplier.

The NASA Chief Scrutineer explained that this was still under consideration.

Junior Special – Suspension units.

The Scrutineers Sec. confirmed that the "KAYABA" gold coloured units seen at L & J NAC were units as manufactured by KYB – Excel/Ultra and are standard replacement units and are therefore permitted.

Roll Cage Measuring – Hire of machine.

Is there a protocol for releasing the machine to the Scrutineering Team.

Following brief discussion.

The NASA Chief Scrutineer explained that a protocol was to be agreed at Board for releasing the machine to the Scrutineering Team and or to various Clubs that require them.

MEETING CLOSED 3.45 pm.

Proposed Rules for all classes: Note the final rule book versions may have minor wording amendments but meaning same.

Rule Amendments for 2014

Class 1 - Incorporation of Yaris vehicles "Experimental rules" into various existing Class 1 rules – 37 No.

Roll Cage introduction - *Wording printed in duplicate. Deletion of duplication.*

Rule 6. *Comma printed in duplicate. Deletion of duplication.*

17.1 Suspension type is restricted. The standard production suspension system must be retained. "Concentric Strut Top" mountings prohibited. It is not permitted to ~~modify any wedge/gusset~~ suspension component **unless the alteration of the component concerned is specified within the rules.**

Nissan Micra 1.0 16V (CG10DE)

Rear Panhard rod (Panhard bar/Track bar) may be fitted with "Gusset" **and or reinforcing bar/plate** along lower edge **of the "U" section** only.

The modification of panhard rod, including enabling it to become adjustable, is prohibited.

The replacing of the panhard rod by a non standard item or non-steel item is prohibited.

Rule amendments to clarify permitted modification of Micra panhard rod.

Class 1 & Jnr Sp - *Permitting of 'KYB' suspension units.*

Standard production replacement units as manufactured by "KYB" permitted.

Class 2 – *Central seated prohibited. Deletion of unnecessary duplication that exist in other modified classes.*

3.5 Window Webbing/Net/Mesh.

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 11.

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. See Fig. 15.

~~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).

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

8 All NASA permitted proprietary manufactured roll cages must comply with NASA design, complete with the correct proprietary manufactured additional bars (e.g. Door bars and Diagonals) fitted as required. All tube to be cold drawn seamless carbon steel, with a minimum yield strength of 350N/mm. Permitted minimum diameter and tube wall thickness sizes:

~~32 / 38 / 42mm Diameter with a absolute minimum wall thickness = 2.5mm. 42mm Diameter with a minimum wall thickness = 2.5mm.~~

50mm Diameter with a **absolute** minimum wall thickness = 2.0mm. See Figure 1 for roll cage design.

Roll cage sizes – addition of 32mm to reflect actual sizes used by proprietary manufacturers. Combination of 2 lines into 1 to reduce space.

22 *Wording printed in duplicate. Deletion of duplication.*

3.5 Window Webbing/Net/Mesh.

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

~~Randal Motorsport "Black Mesh Window Net and "Head Net" permitted.~~

Revision to permitted window webbing.

Class 1 & 2 & Jnr Sp - *Safety rule clarifying and reinforcing existing prohibition of "Home" wheel modification required by Board.*

13.1 Wheels – Restricted.

All wheels must be in good order and or condition and be free of damage. **Modification of a proprietary manufactured wheel by "Thinning" and or "Diameter reduction" and or "Grooving", "Slotting" or "Drilling" and or other machining is prohibited.**

Class 3, 4, 5, 6 & 7. - *Safety rule clarifying and reinforcing existing prohibition of "Home" wheel modification required by Board.*

13.1 Wheels – Restricted.

All wheels must be in good order and or condition and be free of damage. **Modification of a proprietary manufactured wheel by "Thinning" and or "Diameter reduction" and or "Grooving", "Slotting" or "Drilling" and or other "non-beadlock fitting" machining is prohibited.**

10.5 A single "accelerator" or "throttle" pedal, including a "accelerator/throttle cable" must be fitted to control the operation of the fuel delivery system to the engine. ~~"Fly by wire" type systems prohibited.~~ The engine must be fitted an 'accelerator' or 'throttle' return spring such that the fuel delivery system closes once the 'accelerator' or 'throttle' pedal is released.

Removal of wording as required by Board.

Class 8,9,10 *Removal of wording as required by Board.*

21.4 A single "accelerator" or "throttle" pedal, including a "accelerator/throttle cable" must be fitted to control the operation of the fuel delivery system to the engine or engines. ~~"Fly by wire" type systems prohibited.~~ The use of "sub-pedals or devices" to independently control the fuel delivery to each engine in twin-engine installations is prohibited. All engines must be fitted with an 'accelerator' or 'throttle' return spring such that the fuel delivery system closes once the 'accelerator' or 'throttle' pedal is released

13.1 Wheels – Restricted. *Safety rule clarifying and reinforcing existing prohibition of "Home" wheel modification required by Board.*

All wheels must be in good order and or condition and be free of damage. **Modification of a proprietary manufactured wheel by "Thinning" and or "Diameter reduction" and or "Grooving", "Slotting" or "Drilling" and or other "non-beadlock fitting" machining is prohibited.**

Class Jnr Sp *Clarification of replacement fuel pump.*

10.9 Fuel Pump Type – Restricted.

i. The original donor vehicle fuel delivery pump may be retained or removed. A proprietary manufactured standard production GM Vauxhall or standard production replacement GM Vauxhall fuel pump must be fitted. It is permitted to use a standard production fuel pump from the GM Vauxhall Nova, Corsa, Astra or Cavalier range of road vehicles **including the replacement fuel pump – Sytec FP603 (3 Bar).** The use of a non-GM Vauxhall **or non specified replacement pump** or "Competition" or "Competition type" fuel pump is prohibited. See Rule 9.1

All Classes *Syntax corrections & Missing "Full Stops". – Approx 30 rules.*

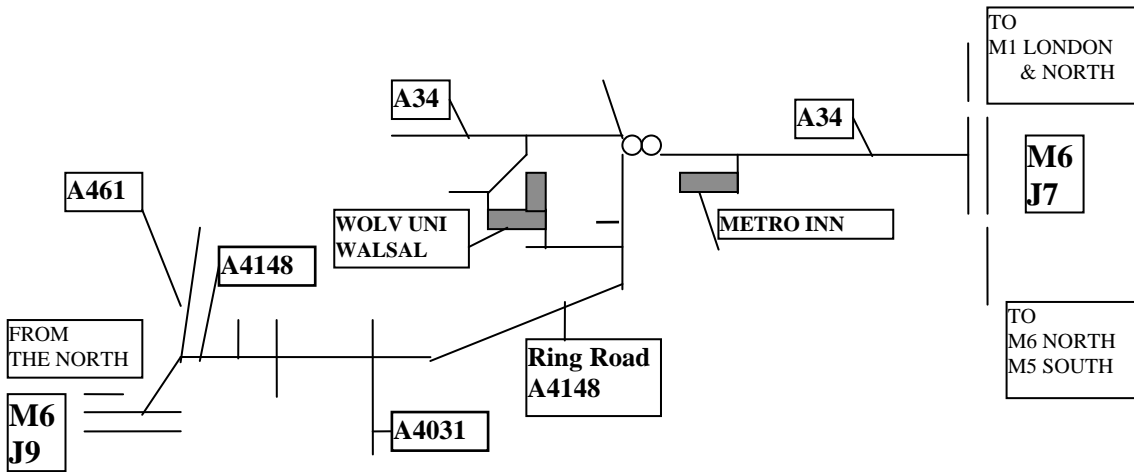
“Official” scrutineers jackets

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 2013/4 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. Metro Inn, Birmingham Rd, Walsall WS5 3AB**
Scrutineers Committee meetings: Provisional 2014 dates: 16/02/14, 12/04/14, 28/06/14, 04/10/14.
ALL DATES AND TIME TO BE CONFIRMED

NASA AGM 24 November 2013



People attending the meeting must park their vehicles in CAR PARK. PLEASE DO NOT PARK ON THE GRASS.

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

You are advised to bring your own refreshments.

The Metro Inn has a NO-SMOKING rule.

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

NASA 2013 NATIONAL AUTOGRASS CHAMPIONSHIPS - POST RACE SCRUTINEERING RESULTS
CLASS * CAR No * CHECKED COMMENTS

1	1	C3	CYL HEAD,VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES..	OK
	2	SN43	CYL HEAD,VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	3	SP43	CYL HEAD,VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION. WHEEL CAMBER.	OK
	4	Y75	VALVE LIFT, CARB, DISTRIBUTOR, SUSPENSION. WHEEL CAMBER.	OK
	5	CM22	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
	BF	NS697	CYL HEAD,VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION. WHEEL CAMBER.	OK
	ERF	A3	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
	ERF	NW35	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
2	1	A23	NISSAN. PALGRAVE, RESTRICTOR, CYL HEAD,VALVE LIFT/DIA, VALVES, VALVE SPRINGS, BORE & STROKE CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL GEAR RATIOS, SUSPENSION. WHEEL CAMBER.	OK
	2	SR54	NOVA. PALGRAVE, RESTRICTOR, CYL HEAD,VALVE LIFT/DIA, VALVES, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, SUSPENSION. WHEEL CAMBER.	OK
	3	SR15	NOVA. PALGRAVE, RESTRICTOR, CYL HEAD,VALVE LIFT/DIA, VALVES, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, SUSPENSION. WHEEL CAMBER.	OK
	4	MA30	NOVA. PALGRAVE, RESTRICTOR, VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	5	P7EM	NOVA. PALGRAVE, RESTRICTOR VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	NF	LM10	NOVA. PALGRAVE, RESTRICTOR VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	NF	51F	NOVA. PALGRAVE, RESTRICTOR VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	NF	E291	NOVA. PALGRAVE, RESTRICTOR VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
3	1	WS22	Engine within class limits	OK
	2	MA6	Engine within class limits	OK
4	1	CM7	Engine within class limits s	OK
	2	M60	Engine within class limits	OK
5	1	SS8	Engine within class limits	OK
	2	LUD8	Engine within class limits	OK
6	1	P169	Engine within class limits s	OK
	2	NS434	Engine within class limits	OK
7	1	SC61	Engine within class limits	OK
	2	ARC5	Engine within class limits	OK
8	1	C9	Engine within class limits	OK
	2	ARC4	Engine within class limits	OK
9	1	NS343	Engine within class limits	OK
	2	S8	Engine within class limits	OK
10	1	NS120	Engine within class limits s	OK
	2	ARC1	Engine within class limits	OK
CHAMPION OF CHAMPIONS				
		Damian Harris	CLASS 1 C3	OK

NASA 2013 L & J NATIONAL AUTOGRASS CHAMPIONSHIPS - POST RACE SCRUTINEERING RESULTS
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CLASS	CAR No	CHECKED	COMMENTS
JNR	SV212	1	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.
	TA18	2	CYL HEAD,VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION.
	SV4	3	CYL HEAD,VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION..
	S124Y	4	VALVE LIFT, EXHAUST, CARB, DISTRIBUTOR, STEERING, SUSPENSION, SHOCKS.
	S89Y	5	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.
	R313	6	ENGINE SEALED (181307) VISUAL EXTERNAL ENGINE CHECK SUSPENSION.
	WR1	7	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.
BF	SN201		VISUAL EXTERNAL ENGINE CHECK SUSPENSION.
1	SC16	1	CYL HEAD,VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.
	PAC2	2	ENGINE SEALED (181959) VISUAL EXTERNAL ENGINE CHECK SUSPENSION..
	R183	3	CYL HEAD,VALVE LIFT CAMSHAFT LIFT & TIMING, CHECK. SUSPENSION. (Vehicle undergone previous check).
	B10H	4	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.
	SN232	5	VISUAL EXTERNAL ENGINE CHECK SUSPENSION.
	E391	6	ENGINE SEALED - VISUAL EXTERNAL ENGINE CHECK.
	L15	7	VISUAL EXTERNAL ENGINE CHECK SUSPENSION.
	SL274	8	VISUAL EXTERNAL ENGINE CHECK SUSPENSION.
2	YD29	1	PALGRAVE, CYL HEAD, CAM LIFT & SHAFT, ENGINE, RESTRICTOR, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.
	SN230	2	PALGRAVE, CYL HEAD, CAM LIFT & SHAFT, ENGINE, RESTRICTOR, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.
	SC122	3	PALGRAVE, CYL HEAD, CAM LIFT & SHAFT, RESTRICTOR, SUSPENSION, DISTRIBUTOR, STEERING.
	YD31	4	PALGRAVE, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.
DNF	B12H		PALGRAVE, VISUAL EXTERNAL ENGINE CHECK.
DNF	SC51		PALGRAVE, VISUAL EXTERNAL ENGINE CHECK.
DNF	E291		PALGRAVE, VISUAL EXTERNAL ENGINE CHECK.
DNF	SV51		PALGRAVE, VISUAL EXTERNAL ENGINE CHECK..
3	Y51	1	Engine within class limits
	R70	2	Engine within class limits
4	S1Y	1	Engine within class limits s
	M8	2	Engine within class limits.
5	C31	1	Engine within class limits
	S45D	2	Engine within class limits
6	YD16	1	Engine within class limits
...2	YD85		Engine within class limits
7	LM30	1	Engine within class limits
....2	SP141		Engine within class limits s

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JNR	YS73	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON	OK
SP 1		CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	
2	MA155	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON	WRONG
		CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, ECU SENSORS, INLET MANIFOLD , FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	Inlet Manifold modified.
3	S104Y	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON	OK
		CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	
4	SC292	CYL HEAD, CAMSHAFT, SUSPENSION, SHOCKS, HUBS, BRAKES..	OK
5	NS115	ENGINE SEALED (131967) VISUAL EXTERNAL ENGINE CHECK	OK
		SUSPENSION, SHOCKS.	
6	SS11	ENGINE SEALED (0135322) VISUAL EXTERNAL ENGINE	OK
		CHECK, SUSPENSION, SHOCKS.	
DNF	WS2	ENGINE SEALED (0135301) VISUAL EXTERNAL ENGINE	OK
		CHECK, SUSPENSION, SHOCKS.	
DNF	NS65	VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
Junior Specials Weights – Pre-Race Scrutineering: Total Entrants = 56. Average Weight = 469.8 kg			
3 Cars found below minimum (451.5, 453, 454.5) – All had weight added and rested OK			
Junior Special Weights – Semi Finalists = All above minimum and OK			
8	1	C10	Engine within class limits
	2	SC20	Engine within class limits
9	1	NS343	Engine within class limits
	2	SC42	Engine within class limits
10	1	IK19	Engine within class limits
2	SL5	Engine within class limits
CHAMPION OF CHAMPIONS			
	SANDRA JONES	CLASS 5	C31
			OK

ERF – EXCLUDED (Red Flag). NF - NON FINISH (Breakdown/Accident).
 BF - BLACK FLAG (Disqualified by track Chief Marshal).

