



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING

REF: S1MIN0213/DH/GIJ

SUNDAY, 17th FEBRUARY 2013 - 11.00 am

TRAVELODGE, WALSALL.

Present

C. SCRUTINEERS	No.	LEAGUE	SCRUTINEERS CLUB
Y	16	CGTRO(LINCOLN)	CGTRO
*	25	C. SCOTLAND	CGTRO
Y	14	EAST ANGLIA	NW
Y	01	EAST MIDLANDS	Pac
Y	11	ESSEX	Penhow
Y	24	FENLAND	S
Y	02	GLOUCESTER	S
Y	18	KENT	SN
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	
Y	12	YORKSHIRE	

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

APOLOGIES: EA League Chief Scrutineer.

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

**ASSOCIATION OF
 AUTHORIZING
 BODIES**

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1. INTRODUCTION

The NASA Chief Scrutineer welcomed all, and thanked those who helped last year with regard to Scrutineering and at the National Championships.

Those present introduced themselves.

All were requested to stand for a minutes silence in memory of Mr Cliff Thompson former NASA Chief Scrutineer who sadly passed away recently.

Those present that had 'Worked' with him commented that he would be remembered as a genuine nice and helpful person who had the interests of the sport at heart.

One Minute Silence.

The Scrutineers Sec. explained that the following were to be the base from which decisions were to be made at the Scrutineers Committee meetings: -

1. Only the League Chief Scrutineer or if he cannot attend, the appointed League Scrutineers representative can vote on any particular issue.
2. There will be no basic changes to the NASA Vehicle Construction Rules. Only "Rule Clarifications" can be made in the interim period.
3. Where suggestion for rule changes etc are brought to this committee via the League Chief Scrutineers, they can only be accepted for further discussion if they are also stated in a letter or letters from the Leagues concerned. Such letters should also include details of why the rule change etc. is being suggested, and confirmation of the voting of the particular class competitors or of League members.

Scrutineers must comply with the following:

- a. Questions/queries etc. were to be presented for answers/discussion through the League Chief Scrutineers only.
- b. Where a League has joint scrutineers only one nomination/vote can be accepted from that League
- c. League Chief Scrutineers should present the views of their League on any matter put forward for discussion.
- d. Scrutineers should not try and 'twist' discussions etc. to give answers to the benefit of their own vehicle's or 'friends' vehicles.
- e. Decisions are to be made for the long-term benefit of the sport etc. and should be consistent, not change every meeting.

2. a) ELECTION OF NATIONAL SCRUTINEERS.

The NASA Chief Scrutineer explained that The WW Rep was prepared to continue as a National Scrutineer.

The EA rep had to relinquish his post during last season and therefore there was a vacancy. A EA Club rep had expressed an interest and had been accepted by The NASA Chief Scrutineer.

The NASA Chief Scrutineer enquired if there were any objections to WW Rep & EA Club rep being appointed as National Scrutineers for 2013.

There were none. – The persons were duly appointed as 2013 NASA National Scrutineers.

b) ELECTION OF NASA ASSISTANT SCRUTINEER TEAM LEADERS.

Note. A person appointed as a Team leader for a particular class must be available to assist in scrutineering at both the National Championship meetings. Each 'Team Leader' was responsible for the supervision of those classes at the NAC's. If a person cannot then provided it is known in advance a "stand in" must be arranged.

EA Club Rep. - duly appointed as the 2012 NASA Team Leader Class 1.

WW rep. - duly appointed as the 2012 NASA 'Team Leader – Class 2. (Assisted by S. Rep).

EA rep. - duly appointed as the 2012 NASA 'Team Leader – Class 3. (Assisted by S Rep.).

CGTRO rep. - duly appointed as the 2012 NASA 'Team Leader – Class 4,5, 6 & 7.

The Sturton Rep. - duly appointed as the 2012 NASA 'Team Leader – Class 8, 9, & 10. (Assisted by NW Rep.).

Junior Sp.

The Radford Club rep had during 2012 indicated that he wished to step down at end of season. Therefore the post was now vacant.

The NASA Chief Scrutineer enquired if anyone wished to be considered. – No one volunteered.

The NASA Chief Scrutineer commented that therefore the post would be held open for future interested parties.

To accept above nominees.

VOTE : FOR

UNANIMOUS - CARRIED

The NASA Chief Scrutineer explained that:

In the event of a query regarding the rules for their respective classes discussion would take place with the Chief Scrutineer to enable correct decision to be made.

Route for queries



In order to prevent accidental or deliberate misinformation being produced, any decision made will be backed up with a letter or email to the person concerned, (with a duplicate copy kept on file). The competitor will be advised to keep the letter with the licence. If a competitor is trying to convince a scrutineer that The NASA Chief Scrutineer has agreed something, then the argument is invalid without the letter or email.

c) ELECTION OF NASA NOISE TESTER.

The NASA Chief Scrutineer explained that the noise situation was becoming more important and all vehicles must comply with regulations and must be checked.

The 2012 Noise Tester agreed to continue - Duly appointed as the 2013 NASA NAC Noise Tester.

The 2013 NT requested that he be provided with a NASA Noise meter. This is 4th time of asking.

The NASA Chief Scrutineer commented that he had now definitely sourced a meter and it would be available at next meeting.

3. MINUTES OF PREVIOUS MEETING 08/10/11 and MATTERS ARISING:

Page 1. – Negligence – Interpretation.

The CGTRO rep enquired if there was an update?

The NASA Chief Scrutineer explained that the NASA insurance provides an indemnity.

If a vehicle has a safety issue or the scrutineer is not happy with construction then the vehicle must not race.

The indemnity is not there if a wrong car is knowingly permitted to race.

The Scrutineers Sec. commented that the check sheets used at the Nationals help protect scrutineers as they show what has been checked on the vehicle. It provides a 'Paper trail' that would be referred to in the event of any incident investigation or court claim/case. These had been referred to, and thus proved that cars had been checked for rule compliance, during certain previous attempts to pursue a negligence claim against NASA.

The NASA Chief Scrutineer would take the query back to Board.

Page . 2. – Alloy parts

The NASA Chief Scrutineer explained that clarification to stop their use was now in rule book. – See later in meeting.

Page 3. – Junior Special weighing

The NASA Chief Scrutineer explained that clarification and recommendation to keep car above absolute limit was now in rule book. See later in meeting.

The EM rep commented that scale pads if not level will show an error.

However this would be consistent for all vehicles weighed at that particular time.

Page . 4. – Recommended rescinding of prize for Junior Special.

The WML rep. enquired as to the current situation.

The NASA Chief Scrutineer explained that the matter had gone to Board. The Board had rejected the committee's recommendation.

Therefore this committee can do no more. It was now a matter for the Chairmen and the Board.

General discussion followed.

It was confirmed that the North Western league had sent correspondence to the Chairmen's Committee meeting based upon an internal league letter from the Leewood Club.

A copy of the Leewood Club letter was handed to Scrutineers sec. – See Correspondence.

PROPOSED: WML

SECONDED: Kent

That the matter be taken again to the Board for re-consideration.

VOTE FOR = 15 ABST = 1 CARRIED

Page 4. – Mini weight

The MAP rep. enquired of situation regarding weight checking of Mini's.

The NASA Chief Scrutineer confirmed that this had not been proceeded with.

Page 5. – Class 1 Toyota Yaris

The WW rep. enquired of situation regarding Yaris vehicles for Class 1.

The NASA Chief Scrutineer confirmed that the Board had accepted the Yaris vehicle into Class 1 as of January 2014. Therefore for 2013 the vehicle was still experimental.

See later in meeting.

Page 6. – Junior Driver & Parent.

The NASA Chief Scrutineer confirmed that an appeal had been submitted as a result of events at the BAS race meeting and subsequent ban. This was being dealt with by the Board.

He reminded all that Juniors are to be treated with respect by all officials. The verbal belittling of them and swearing was not acceptable.

Page 8. – Scrutineering during severe wet weather.

The EA rep. commented that the discussions had included reference to an event where cars were checked whilst on trailers.

The NASA Chief Scrutineer confirmed that this had been raised at Board and the Board had agreed that at future race meetings if cars cannot be scrutineered properly – i.e. unloaded and driven to scrutineering, due to inclement weather then the race meeting cannot continue and must not be held.

The forging of scrutineer's signatures on licences is a disciplinary offence.

Page 10. – Poly Bushes.

The NASA Chief Scrutineer confirmed that these can be used on any bush that is not a 'Mounting' – See later in meeting.

Page 11. – Window Nets/Arm Restraints

The MAP rep. commented that there had been some confusion following the last meeting, until the rule book came out. The meeting had been informed that they were likely to be recommended, and then the chairmen's meeting had been told they were to be mandatory.

The NASA Chief Scrutineer explained that they had been confirmed as mandatory following the Board meeting the week after the scrutineers meeting. The rule wording had then been amended to suit and sent to printers.

No other matters arising.

PROPOSED: WW League rep.

SECONDED: EA League rep.

That the minutes be accepted as a true record.

UNANIMOUS

4. CORRESPONDENCE:

1. EA League.

Email from the EA League Chief Scrutineer confirming that an EA rep. will attend in his place and authorised to vote on behalf of the EA league.

2. CGTRO – Availability of Rules.

The League would like the 2014 rule books to be available at the 2013 Nationals. Nationals would be ideal for 'next years' rules to be available. Consequently the 2015 rules books to be available at 2014 Nationals.

The NASA Chief Scrutineer agreed to raise this at Board.

3. Class 1 – Camshaft production.

Application from MJA Engineering for permission to produce a replacement camshaft for the Mini. Member of Federation of Engine Remanufacturers. Carry out comprehensive range of engine services.

The NASA Chief Scrutineer explained that there are already several NASA permitted replacement camshafts. This committee had rejected a previous application from Tom Bell for the same.

Therefore regrettably in view of the 'Freezing' of the Rule Book until 2015 the application has to be declined at this time.

However there is scope for re-application for 2015.

The NASA Chief Scrutineer agreed to raise this at Board.

4. Leewood – Junior Special at L & J NAC.

Letter handed in for information purposes only. – See previous discussion under 'Matters Arising'. Matter is to be raised at Chairmen's meeting today.

Letter read out.

Letter précis.

Leewood Club wish to make formal appeal through NW League to Chairmen's meeting for further investigation & action regarding the under weight special. A other Leewood club member had been disqualified for contravening rules. The underweight vehicle had not.

Club feel that intervention of Director in weighing process had affected the penalty application process. Believe that Board have not acted in accordance with own rules or responsibly or appropriately in accordance with best interests of sport.

The NASA Chief Scrutineer agreed to raise this at Board.

No other correspondence received.

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

The Scrutineers Sec. explained that there were sets of the 2013 Rule Books available for collection. – Issued during meeting.

a. Chief Scrutineers Report.

The NASA Chief Scrutineer explained that the rule amendments and clarifications had not all been approved by the Board of Directors. Therefore the Board had instructed that he issue a statement and that statement be discussed at this meeting.

He outlined background to the situation.

The Scrutineers Sec. issued a handout to all present.

NASA SCRUTINEERS COMMITTEE MEETING 17th FEBRUARY 2013 DISCUSSION OF RULE CHANGES AND CLARIFICATIONS PER 2013 EDITION RULE BOOKS

Please see attached a list of all rule changes and rule clarifications agreed by the scrutineers' committee during 2012 and included in the 2013 NASA rule books. These cover the following:

1. Rule changes effective 2013

- a). Drivers' arm protection (arm restraints or window netting required in every class).
- b). seats (scrutineers have right to reject unsuitable lightweight seats).

2. Rule changes effective 2015

- a). Roll cage specification (1" or 25mm box section prohibited from 2015).

3. Rule clarifications for 2013

- a). Roll cage clarifications (Clarifications that the roll cage uprights should follow the 'A' and 'B' posts with a tolerance introduced to aid scrutineers in enforcing the existing rule).
- b). Class 1 – alternative fuel pump available for Nissan Micra (further clarification will be issued to identify more accurately the specific part concerned).
- c). Class 1 0 clarification of valve timing.
- d). Class 1 – clarification of "standard replacement" items and "original material".
- e). Class 3 – clarification of replacement panels permitted.
- f). Class 4,5,6,7 - clarification of front bulkhead positioning.
- g). Junior Specials – clarification of weighing procedures.
- h). Junior Specials – clarification of rear suspension struts permitted.
- i). Junior Specials – clarification that fuel sensors must be standard.

The board of directors have indicated that they wish to see all clarifications listed under (3) above removed from the rule books as these were not ratified as "rule changes" by the board. The board wish to see these rules returned to the wording in the 2012 rule books.

The view of the Chief Scrutineer is that these clarifications were written to make it easier for scrutineers to consistently enforce the rules that already existed in the book. The clarifications do not make any cars illegal. Any cars that fall foul of the clarified rules could have been and should have been, thrown out under the existing rules. It will make it easier to police the rules, and easier for competitors to comply, if the interpretation of the rules is set out in black and white. These are not new rules.

The clarifications were all discussed and agreed at the scrutineers' committee meetings during 2012 and were included in the minutes of the scrutineers meetings. No feedback was received from the board on these items at the time the minutes were published.

The scrutineers present at the first 2013 scrutineers' committee meeting will be asked whether:

- a). They intend to police the 2013 rule book as it is written.
- OR
- b). Whether they are happy for all clarifications to be withdrawn.

The results of the scrutineers meeting will be communicated to the chairmen's meeting and to the board to consider any further action.

Derek Hardy
NASA Chief Scrutineer
17 February 2013

Attachment: (As produced by The Scrutineers Sec. for Board).

NASA Vehicle Construction Rules and Regulations - Wording that is new **highlighted in yellow**. Deleted words shown - ~~deleted~~
New Rules for 2013 i.e. Rules that did not exist in 2012 Rule books

Class 1, 2, 3, 4, 5, 6, 7, Jnr Sp, 8, 9, 10.

Safety Item.

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/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 12.

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 an arm restraint system is used then the driver's compartment access window aperture 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.

Note Actual Rule numbers varies from Class to Class. Specials wording slightly different.

New Rule '12' formulated and rule '3.4' reworded after instruction from Vernon to put words to a new rule or rules and amend existing rules that are necessary to require all vehicles in all classes to have window net/arm restraints fitted.

This was initially a recommendation and was also discussed at Oct scrutineers meeting. After Board meeting the following week in October they were made mandatory and the use of metal mesh was to be prohibited. The wording was then amended to suit.

Safety Items.

Roll Cages – Class 1, 2, 3, 4, 5, 6, 7.

11 # **Note: As of January 2015. The use of steel box section tube size 25mm x 25mm (1" x 1") is prohibited.**

Formulated after Board meeting where this was agreed.

Seats – All Classes

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'.

Formulated after Scrutineers meetings and Board meeting where this was agreed. Prevention of use of unsuitable 'Motorsport' seats.

Rule Clarifications for 2013

i.e. Existing 2012 rules with wording changes to suit various clarifications as discussed at 2011/2012 Scrutineers Committee meetings, also with Board members and Chief Scrutineer and referred to in various meeting minutes throughout 2012.

Also existing rules that required clarifications due to information requests from Leagues or where the wording required amending to make meaning of rules clearer.

Safety Items.

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.

i.e. Tidy up of rules following banning of bolt together cages a few years ago. This rule was missed in the 2011 update.

- 13 **A** Roll Cage must be made of two main hoops and associated mandatory construction bars. (See Fig. 1).
 # One hoop at or as close as possible to following very near the front windscreen pillars ("A" Posts).
 One hoop at or as close as possible to, following the "B" Posts - If forward of 'B' post then within 75mm (3") - If behind the 'B' post not more than 254mm (10") to the rear of the driver's helmet, when the driver is seated.
 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 467mm (18") be of a length as necessary to join the two hoops at the top of the 'A' and 'B' posts. i.e. at each of the points where the 'A' and 'B' posts join the body-shell roof panel.
 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.

Clarification of how close the uprights should be to 'A' and 'B' posts. Existing 2012 rules stated "Very near". "6" (150mm) away is not 'Very near'. After certain constructors were ignoring scrutineer requests to fit uprights correctly the minimum distance of 18" was deleted (Constructors were complying only with 18" but ignoring all other rules and drawings that should have been read and complied with) and, after many cars measured at L & J NAC, replaced with a tolerance of 75mm (3").

Also the wording in Note – 1 was amended to clarify.

The above ensures the roll cage is correctly built and safe to rules as originally envisaged years ago (To prevent as happened in the past, an actual driver death due to cage collapse). It also addresses concerns from marshals and medical personnel regarding driver access and egress and access to injured driver. By providing a tolerance it stops constructors placing competitors in danger and provides more protection for NASA in the event of a cage with 'Forward upright bars' collapsing in a heavy roll TA221 type situation and the potential of subsequent legal and insurance difficulties and consequences.

General Clarification items.

i.e. Existing rules that required clarifications due to information requests from Leagues or where the wording required amending to make meaning of rules clearer.

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

Roll cage:

- 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.

These ensure the roll cage is correctly built to rules as originally envisaged years ago.

Class 1

1.13 Engine Fuel System

- a). The standard production engine fuel system shall be retained and remain in its standard production form.
 The adaptation of any other systems, where they are fitted to other vehicle makes and/or models is prohibited.
 b). Fuel Sensors shall be retained and remain in their standard production form.
 c). Inlet Manifold.
 The standard production inlet manifold shall be retained and remain in its standard production form.
 d). Fuel Pump
 The original vehicle manufacturers fitted fuel pump may be retained or removed.
 Fuel pump and fuel regulator type and capacity free. See Rule 9.2 & 10.3.
Nissan Micra 1.0 16V (CG10DE)
 Nissan fuel Regulator only is permitted
 The original Nissan fuel pump may be retained or removed.
 Permitted alternative pump to original is Bosch 038 (Vauxhall 2.0l cavalier) pump.
 Also the replacement fuel pump as supplied by BP Grassing.

Clarification of fuel pump permitted.

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.

Clarification of prohibition of non-standard items and things that certain engine builders have "Got away with" in the past.

2. Only methods of construction and modifications as listed are permitted. Any further modifications, other than those permitted, are prohibited.
 # Components used must be NASA Scrutineers Committee permitted "Standard production" or "Standard production replacement" items.
 Unless the NASA Rules and Regulations state that any part can be fitted or removed or that removal or modification, including a change of material from original, of any standard or standard production part is allowed, then the part cannot be fitted or removed, and the standard and or standard production part cannot be removed or modified or altered or changed or substituted in anyway whatsoever.
 # Components fitted to or specifically manufactured for; including low volume/number, 'Rally', 'Rally Special', 'Motorsport', 'Competition' 'Homologation' and 'Limited Edition' models or variants of vehicle by the original vehicle manufacturer or manufacturer appointed organisation or company are prohibited.

Any further modifications other than those listed are prohibited.

Due to the different vehicles used in this Class, do not assume that what is permitted for say a Mini is permitted for say a Micra. There are specific construction rules for certain vehicles only.

In the event of any doubt a NASA Scrutineer must be contacted for clarification **before fitting and or using the component concerned.**

Note.

Unless the rules and regulations specifically permit a method of construction and or modification or material change then it should be assumed that other type of construction, materials, modifications are not permitted. Intentional or deliberate (Including concealment) non-compliance with NASA vehicle construction rules will make the competitor and or member concerned subject to disciplinary action.

CHECK SHEET

Components used must be NASA Scrutineers Committee permitted "Standard production" or "Standard production replacement" items. Components specifically manufactured for and or fitted to 'Rally', 'Homologation' 'Motorsport', and 'Competition' including low volume/number (e.g. less than 5,000) 'Limited edition' and or 'Special' type models or variants of vehicle by the original vehicle manufacturer or manufacturer appointed organisation or company are prohibited.

The replacing of any steel component with a steel or non-steel lightweight material component is prohibited.

In the event of any doubt a Scrutineer must be contacted for clarification **before using the component concerned.**

Clarification of what is "Standard production". – Discovery of 'Alloy components' and their future prevention.

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.

Correction of error in 2012 rule book.

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.**

Clarification of what panels are allowed as a result of 76F dealings.

Class 4,5,6 & 7.

2.4 Front Bulkhead.

The steel front bulkhead must be retained in its original position. A complete steel front bulkhead **must** be fitted. This bulkhead may be the complete original vehicle steel bulkhead or a substitute steel sheet bulkhead (statutory minimum thickness 20 gauge) or a repaired original bulkhead (Repair material - steel sheet statutory minimum thickness 20 gauge).

If the original front bulkhead is retained it must remain in its original location.

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. See Fig. 29, 32, & 33.

Clarification of bulkhead requirements to suit safety of new generation of cars and use of small bodyshells with replacement bulkheads. To stop drivers feet being too far forward and potential of serious leg or ankle injury in the event of a front impact. (eg Vinny - Broken ankles type situation).

Class Jnr Sp

2.8 Vehicle Weight – Restricted.

The total weight of the complete vehicle **excluding driver** at **any time** must be of an absolute minimum of **455 Kg.**

Note.

- # i. Vehicles may be subject to a minimum weight spot check, **using any NASA designated corner weight scales, at any NASA designated time, frequency and location** during a race meeting. This will be carried out by Scrutineers or other designated officiating persons.
- ii. Vehicles found below the absolute minimum weight of 455 Kg will be immediately disqualified from the race meeting concerned and the competitor(s) will be reported for disciplinary action.
- iii. A refusal to comply with a request to weigh a vehicle will result in immediate disqualification from the race meeting concerned and the competitor will be reported for disciplinary action.
- iv. Competitors are strongly advised to ensure that their vehicles are above the absolute minimum weight as their own scales at 'Home', 'Workshop' or elsewhere may provide a different reading to the NASA designated scales. In the event of any discrepancy the weight as per the NASA designated scales will be used as datum.
- v. **The use of ballast is prohibited.**

Clarification of situation regarding weighing of Jnr Sp etc. As discussed at L&J NAC and scrutineers meeting.

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.**

Clarification of what suspension units are allowed as a result of use of 'Bilsteins' and other competition items discovered.

17.12 Engine Fuel System.

- i. The standard production engine fuel system shall be retained and remain in its standard production form.
The adaptation of any other systems, where they are fitted to other vehicle makes and/or models is prohibited.
- ii. Fuel Sensors, including inlet/exhaust manifold items and their wiring and connectors/connections shall be retained and remain in their standard production location and form.

Clarification that fuel sensors must be standard. – Junior Special disqualification at 2012 NAC.

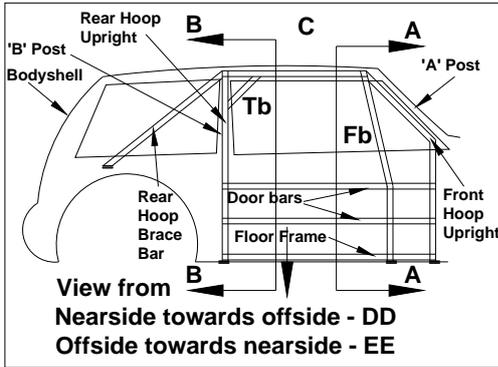
Drawings.

Figure 1a

All Bars Minimum 25mm x 25mm x 2.5mm Wall Thickness and as Rule 11.

Bar Tb is mandatory.

Bar Fb is optional.



Drawing amended to show where the 'A' and 'B' posts are and ideal location of roll cage.

<p>Class 4567. Figure 32 Front Bulkhead Location.</p>	<p>Figure 33 Control pedal Location.</p>
<p><i>Drawing to show bulkhead/control pedal relationships</i></p>	

<p>Saloons Fig.</p>	<p>SPECIALS FIGURE 35</p>
<p><i>Drawings to show Web/Mesh/Net requirements</i></p>	

The NASA Chief Scrutineer explained that the statement included a list of the rule amendments and clarifications to assist the discussion.

That morning the Board had discussed the statement and had accepted the majority of the changes/clarifications.

The items causing disquiet were:

b). Micra Class 1 – Replacement fuel pump stated in Rule book to be as supplied by BP Grassing.

f). Class 4567 clarification and drawing as agreed by this committee at the previous meeting.

Fuel rules – use of phrase 'Fly by wire'

He invited comments & discussion from those present.

General discussion followed including reference to.

Scrutineers wasting time attending the meetings if Board ignore discussions etc. Clarifications are very helpful and would be used as a basis for policing rules anyway. Scrutineers committee works and looks for the long term interests of the sport.

Fly by wire would not make any cars illegal as long as there is a 'Throttle return spring' as required by other fuel rules.

The fitting of a mechanical part (spring) in such a system changes the system so it is no longer a true fully electronic 'Fly by wire' type system.

The NW rep. commented that his own race vehicle although perceived by some as 'Fly by wire' is not. Throttle pedal and throttle cables and return spring are used.

Those present agreed that they intend to police 2013 rule book as written including items listed on The NASA Chief Scrutineer's statement with the exception of:

Item b). - Micra pump details will be sourced and provided in minutes – See later in meeting.

Item f). - Agreed to disapply drawing – Fig 33 as the Figure 32 details now supersedes it.

'Fly by wire prohibited' - Agreed to disapply these words as they had caused confusion. Other existing rules ensure that a mechanical device such as throttle return spring is required in the fuel delivery system.

b. Class 1

i. Experimental vehicles / trials

The NASA Chief Scrutineer explained that the Yaris had been accepted into Class 1 by the Board.

There are 2 No. Yaris vehicles that were Experimental vehicles, but will become official Class 1 cars in January 2014.

NASA 15 – Yaris

NASA 20 – Yaris (C20) - Under construction.

If any other Yaris vehicles are to be used they must be registered as experimental vehicles. They cannot race until registered.

Please note

The Yaris is not a Mini, and there were to be specific rules that involved the Yaris.

No one should assume that the rules as applied to Minis were applicable to the Yaris..

The biggest likely problem is that people will keep comparing the Micra/Yaris to a mini and trying to use Mini rules to prepare car.

The Yaris rules will be formulated based upon experimental rules.

Engine horsepower (DIN) = 68. Torque (DIN) = 90 @ 6000rpm.

Gearbox = 5 speed C551

Ratios = 3.545, 1.913, 1.310, 1.027, 0.850

CWP = 4.294:1

Only 13" wheels will be permitted.

The tyre size will be restricted to 155 x 13".

A copy of the TSD will be as an attachment to minutes sent to scrutineers.

ii. Class 1 – Mini – Replacement Pistons.

Sample pistons were shown.

These are re-manufactured 3 ring standard replacement items for the +0.060 sizes.

Marked: 66.056 sp 0.035 +060 1210127 (On Crown).

12 T7 (Inside Piston).

It was agreed that they were acceptable for use as they are a standard replacement item.
However a single sample is to be provided for reference.

iii. Class 1 Micra - permitted replacement pump.

The NASA Chief Scrutineer explained that the Board has instructed that more details of the replacement the fuel pump from BP Grassing as mentioned in Rule book must be provided.

The Class 1 TL agreed to obtain details.

The NASA Chief Scrutineer confirmed that the pump specified may be sourced from other motoring/motorsport suppliers.

Details provided next day for inclusion in minutes.

Sytec pump – FP603 - (This is the same replacement pump as permitted for Junior Specials).

Pump marking: 391

Weight: 17.4oz

Body: Aluminium

Diameter: 53mm (including sleeve)

Fittings: 12mm inlet, 8mm outlet



Separate rubber sleeve and mounting brackets are available from various motoring/motorsport suppliers.

iv. Class 1 – Various.

Rear seat belt captive nuts

If these are fitted as standard they must remain in situ.

Note. Some early model body-shells did not have them fitted.

Mamba wheels.

Can these be re-drilled. - NO They must remain as originally produced.

Parcel Shelf Speaker Holes.

These must be of type as originally fitted to the particular body-shell.

They cannot be enlarged. 'Extra' holes cannot be fitted.

The holes must be filled in with metal.

b. Tyres. - Update.

The Tyre Co-ordinator provided tyre update. – All as previous meeting except for:

Kinsley tyres are now a permitted option 'A' tyre supplier.

Brief discussion on tyres followed including reference to:

Avon Tyres – No information available on rumour that these are to be a control tyre. Not aware of any discussions.

The NASA Chief Scrutineer to raise at Board.

Hakka II tyres.

Production believed to be ceasing. This to be confirmed. Dates may be checked on casings.

d. Rules Clarification requests from League C. Scrutineers.

Roll Cage – 3” Tolerance.

The NASA Chief Scrutineer confirmed that as not all 'B' posts are wholly vertical and/or parallel, this can be measured as an average of different points. E.g. Top, bottom, & middle or elsewhere depending upon profile/shape of 'B' post.

Window Netts.

The NASA Chief Scrutineer confirmed that for a saloon, if the driver is not centrally seated then only the RH side window aperture will require a net. Also only the RH drivers arm will require a restraint.

For centrally seated saloons and all specials both apertures require a window net and/or both arms require a restraint.

Class 4,5,6,7. – Front suspension/engine cradle bars

The NASA Chief Scrutineer confirmed that 25mm tube either box or circular is permissible, provided it is of 2.5mm wall thickness.

Specials – Front brace bars.

The NASA Chief Scrutineer confirmed that the bars must be 'Straight'.

If there is a bend in either direction near to where the bar meets the main front part of the vehicle chassis, as some constructors are doing, then a cross bar must be fitted to join the two bars at the bend.

Saloons. - Rear Brace bars – Point of connection to rear roll cage upright.

The CGTRO rep. enquired if there was a tolerance for the point of connection to the floor cross bar at or near the rear roll cage upright.

Discussion followed including reference to sketches on display board.

The NASA Chief Scrutineer confirmed that the rule book drawings all show the bar being connected to the rear upright at low level at the point of connection with the floor cross bar.

The NASA Chief Scrutineer asked for the situation to be monitored for 2015.

Special N56

The NASA Chief Scrutineer explained that he had been in discussion with the EM rep. regarding a new special being constructed by a 'Home builder'.

It was believed to be an allegedly poor copy in part of a 'Bennett Built Motorsport' chassis.

Photographs were shown to those present.

Brief discussion followed.

The following was noted.

Rear roll cage forward brace bar is incorrect. – Must be straight and connected to top chassis rail.

Top Chassis bar incorrect. – Must join the rear roll cage upright.

Chassis side 'X' bars are missing.

Windscreen mesh incomplete. Mesh fitted onto forward brace bars but not joined onto front roll cage uprights.

Rear chassis bars may be insufficient to support engine and deal with stress of racing.

The EM rep. agreed to contact the owner/builder of N56 to ensure it is constructed as per NASA Rules.

Subsequent to meeting The NASA Chief Scrutineer contacted 'Bennett Built Motorsport' and has confirmed that the 'Copy' is different to and has omitted other support bars that are fitted to 'Bennett Built Motorsport' chassis in full compliance of rules.

Alloy Wheels – Lightening of.

Can alloy wheels be 'Lightened' or 'Thinned'?

No - The removal of material may weaken the wheel and cause it to fail whilst racing.

Machining to fit 'Beadlock rim' is permitted.

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

2014 Rules.

The NASA Chief Scrutineer explained that the Board had confirmed that there were to be no changes for 2014. The current rule book would stand until a updated rule book is produced for 2015.

Proprietary roll cages.

The MAP rep. enquired if the Rule 8 regarding the sizes for proprietary roll cages could be considered for removal as 32mm diameter bar is often used in place of 38mm.

The NASA Chief Scrutineer confirmed that this would be the case when the 2015 rule book is being discussed.

Note.

Leagues may submit any required rule changes for 2015, to this committee for discussion during 2013.

Class 2.

The WML rep. enquired if changes to class 2 can be discussed before January 2015.

The NASA Chief Scrutineer invited comments on any changes required.

General discussion followed including reference to use of 8v 1400cc. Multivalve 1250, 1300, 1350, 1400. Increase in engine size would allow more modern cars into the class. New reference source for info as 'TSD's' no longer produced.

The NY rep. offered to create an 8v 1400cc experimental car.

The NASA Chief Scrutineer agreed to take comments and the offer to Board.

Note: Leagues may submit any required rule changes for 2015, to this committee for discussion during 2013.

7. ANY OTHER BUSINESS:

2013 National Championships. – Brake/Noise test

The NASA Chief Scrutineer explained that in order to prevent the situation as at the 2012 L & J NAC's, the NAC file was going to be checked for the proposed 2013 layouts.

He will also raise this at Board.

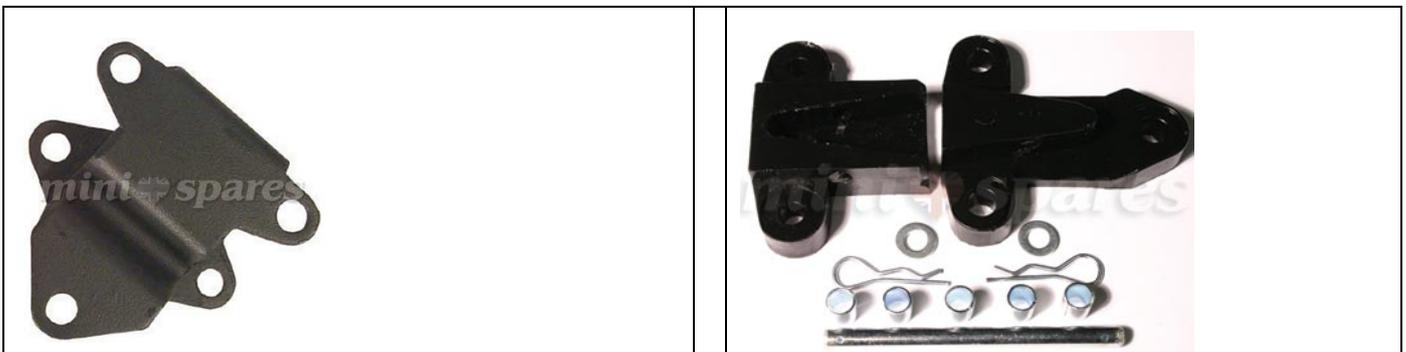
Ideally the host league should sully approx 6 persons for this task. That way costs will be reduced. If NASA has to supply then the reimbursement cost to the 'Host League' will be greater.

Class 1 – Mini – Engine mountings - 2 piece Poly engine mounting.

Can the 2 piece Poly engine mounting be used?

This mounting comes in 2 halves held by a large clip which helps engine removal.

Following discussion it was agreed that NO this type cannot be used as it is not standard production.



Standard mounting (Polybush) Permitted.

2 Piece Poly mounting - Not permitted.

Class 2.

Can the Micra K2 engine be used in a 'Bubble' bodyshell?

The NASA Chief Scrutineer confirmed No. The engine must be used in its correct bodyshell.

Window Nets:

Sample

The NW rep. presented a sample of mesh netting for consideration.

It was confirmed that the construction is so similar in material and construction to other proprietary brands as to be identical and will be permitted.

Suppliers

It was confirmed that there are other suppliers of window nets other than those mentioned in Rules. (Not all mentioned due to very short timescale available to produce rule wording).

The window net 'RJS Racing Equip' is permitted.

Mesh sizes

The NASA Chief Scrutineer confirmed that the maximum window net size may be amended to 75/80mm for future.

Velcro

The NASA Chief Scrutineer confirmed that its use (Heavy duty only) is to be reconsidered at June 2013 meeting. The effect of track debris – mud & dust etc; on the Velcro cloth and hooks is to be assessed during race meetings prior to June.

Class 3 – Suzuki Swift

The WML rep. enquired if the Suzuki Swift is allowed in Class 3.

It was confirmed that only certain models were permitted as some FWD models had too short a wheelbase.
e.g.

Swift 4dr 4x4 saloon not permitted.

1995 – 1998 Swift 1.0 GLS 3door hatchback = wb 2265mm – Not Permitted

1990 – 1992 Swift 1.3 3door hatchback = wb 2235mm - Not permitted.

1990 – 1992 Swift GTi 1.3 3door hatchback = wb 2235mm - Not permitted.

Swift 1.3 3door hatchback = wb 2235mm Not permitted.

1990 – 1992 Swift 1.3 GTi 3door hatchback = wb 2235mm - Not permitted.

1992 – 1995 Swift 1.3 GS 3door hatchback = wb 2235mm - Not permitted.

1995 Swift 1.3 GSE 3door hatchback = wb 2235mm - Not permitted.

1992 – 1996 Swift 1.3 GTi 3door hatchback = wb 2265mm - Not permitted.

1996 Swift 1.3 GLS & GX 3door hatchback = wb 2265mm – Not Permitted

Swift 1.3 5door hatchback = wb 2365mm - Permitted

1990 – 1992 - Swift 1.3 GLX 5door hatchback = wb 2565mm - Permitted

1997 – - Swift 1.0 GLX 5door hatchback = wb 2565mm - Permitted

1995 - 1997 - Swift 1.0 GC 5door hatchback = wb 2365mm - Permitted

1997 – 1998 - Swift 1.0 GL 5door hatchback = wb 2365mm - Permitted

2005 - Swift 3 & 5 dr hatchback = wb 2380mm - Permitted

The wheelbase must be measured to check if eligible or not.

Minimum wheel base for Class 3 FWD conversion = 2300mm

No other matters raised. **MEETING CLOSED 3.15 p.m.**

“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 may be charged a certain sum of money and the jackets confiscated.

2013 National Autograss Championships	Withington HR1 3QG	2nd 3rd & 4th August 2013
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)

2013 Ladies & Junior National Autograss Championships	Wyboston MK44 3BE	30th 31st Aug & 1st September 2013
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)

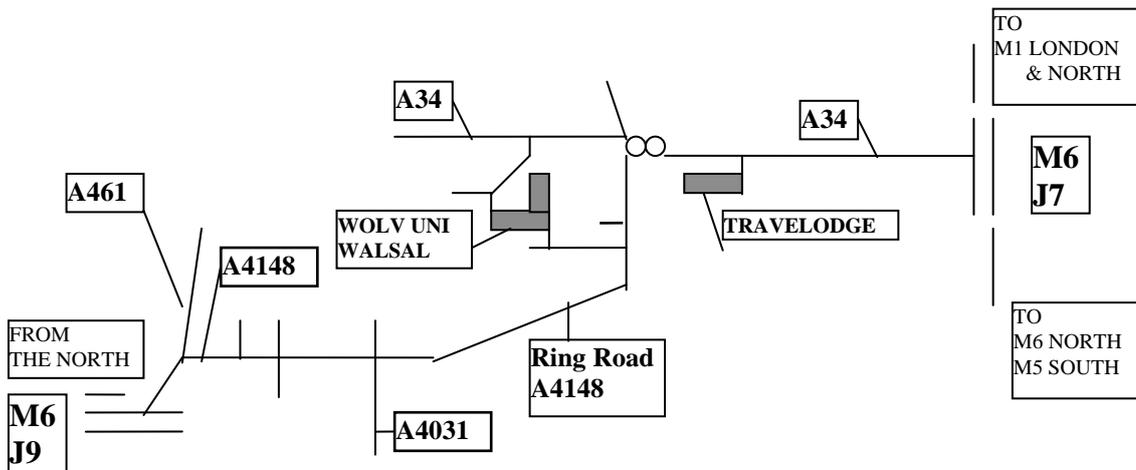
NOTE:

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

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**
Travelodge, Birmingham Rd, Walsall WS5 3AB

SATURDAY	13 th APRIL	2014/15 Rules - Draft
SATURDAY	22 nd JUNE	NAC's & Training
SATURDAY	12 th OCTOBER	2015 Rules -

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, receptionist 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.

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