



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING REF: S4MIN1014/DH/GIJ

SATURDAY, 04th OCTOBER 2014 - 12 NOON

METRO INN, WALSAL.

Present

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

APOLOGIES:

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

VISITORS: Mr HL. Mr CJ (Doodson).

**ASSOCIATION OF
AUTHORISING
BODIES**

Office: 46 Brookside, Alconbury, Huntingdonshire PE28 4EP
Registered in England and Wales – Company No. 1716574

1. INTRODUCTION.

NASA Chief Scrutineer welcomed all.

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

2. MINUTES OF PREVIOUS MEETING 28/06/13 and MATTERS ARISING:

Page 3. – Stature of drivers.

The EM Rep. enquired of the current situation regarding insurance etc.

NASA Chief Scrutineer explained that the insurers had no objection to the allowing of cutting down the doors provided it was a minimum and no more than the ¼ permitted. The window net if used must also be extended down to suit the larger opening.

Brief discussion followed including reference to. Some nets becoming loose whilst racing. Arm restraints not being used or fitted correctly. Some arm restraints do not have fitting instructions in packaging. Some arm restraints whilst preventing arms being placed outside window do not prevent wrists/hands coming out. The “net” type nets are allegedly better than the flat fabric type as vision through is clearer.

NASA Chief Scrutineer reminded all that all “Arm restraint” systems including window nets must be checked on start line to ensure correct fitment.

Where the marshals observe, during a race, a loose or flapping net then a Black flag (disqualification) is likely to be shown.

Page 3. – Scrutineering at NAC. – See Chief Scrutineers Report.

No other matters arising.

PROPOSED: CGTRO Rep.

SECONDED: Glos Rep.

That the minutes be accepted as a true record.

UNANIMOUS -

CARRIED

3. CORRESPONDENCE.

1. Email – CGTRO - Class 2 - Nova - Bumper support.

For Nova vehicles can the original pressed steel box across the front behind the bumper under the radiator be replaced with a 20/25mm box section tube cross bar?

NASA Chief Scrutineer invited comments.

Discussion followed including reference to. Standard part discontinued by manufacturer. Replacement parts becoming very costly when sourced from eBay etc. Possible to re-manufacture using pressed/bent steel sheet. Location of replacement bar. What about Micras?

It was agreed that a 20/25mm tube box 2.5mm thickness be permitted. However it must be shaped to represent original and fitted between original standard bumper mountings. It must not pass beyond chassis rails.

The situation to be monitored for Micra vehicles.

2. Email – NY – Change of Chief Scrutineer.

From league confirming that HL is no longer League Chief Scrutineer.

Contents noted.

HL confirmed he was attending in a visitor and Stock Hatch/F600 liaison capacity.

4. JANUARY 2014 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

a. Class 1 & 2. Experimental vehicles / Trials.

Class 2 – Experimental vehicle - Mk 4 Fiesta.

NASA Chief Scrutineer explained that more such vehicles are required for experiment. Anyone interested must contact him with details etc so that a “NASA” number can be issued. Feedback is required on vehicle performance etc.

The CGTRO Rep. commented that the vehicle had raced. It was a mid result performer. The competitor was pleased with it as it had cost approx £500 in total to buy, prepare and race. It is usually in middle of pack. The engine, injection etc, had not been altered or rebuilt.

Discussion followed including reference to: Future permitting – not until evaluation completed. Use of multipoint injection vehicles – Keep injection system as standard. No restrictor. Possible allow free filter & Air feed. Advance notification given if Class changes – 4 Valve & injection.

b. Tyres.

The Tyre Co-ordinator & EM Rep. provided an update on tyres. Situation as previous meeting.

Camskill tyres have been in contact and sent a tyre sample for evaluation. Hardness approx 65. Tyres made in former Russia. Wish to use in UK motorsport. Awaiting more details.

c. Chief Scrutineers Report.

2015 Roll Cage Rules.

NASA Chief Scrutineer explained that the use of 25mm box section tube is definitely prohibited for use as roll cage from January 2015.

The replacement 30mm box section tube must be bought as 3mm wall thickness. This will guarantee the wall thickness due to manufacturing tolerances be always more than 2.5mm.

Floor Frame - 25mm box outer frame no longer permitted. Must be minimum 30mm box. The "X" bars can remain as 25mm.

NASA Chief Scrutineer invited comments.

Lengthy discussion followed including reference to: Manufacturers tolerance – many +/- % variations on box and circular tube. Thicknesses of types of tube in relation to specification. 32mm circular tube not available so must purchase 33.7mm circular tube. Advice on scrutineers tolerance. Action on undersize thickness bars. Affect on existing vehicles. Use of different thickness bars by some for various roll cage component bars. Sizes of other mandatory and non-mandatory (optional) bars. Bar "Tb" to be straight or bent? Use of 25mm box for specials roll cages. Legal position – if incident who is liable?

The Doodson Rep. advised on situation regarding liabilities and claim pathways – investigation process, paper trail, & who would be claimed against. NASA would likely be main subject to claim against due to its high insurance liability limit. In general terms claimants usually proceed against those with high value cover. Others may have a lot less value cover and thus likely not pursued.

It was agreed that the thickness remain at 2.5mm.

For Saloons the triangulation bar "Tb" to be minimum 25mm box/circular tube. It must also be straight as per drawing.

The Seat rear support bar is mandatory and must be to roll cage specification.

Seat mounting to floor etc must be as manufacturers recommendations. Correct alloy mounts permitted. Home made alloy box or circular tube not permitted. Home made must be steel minimum 25mm with 2.5mm wall thickness.

Note. - For Specials the use of 25mm box for roll cage is to be looked at with a view of prohibiting in future.

Throttle/accelerator return 'Springs' & cable – Size, strength, location & operation.

NASA Chief Scrutineer explained that following the recent incident regarding a class 7 car investigation had found that the throttle cable had been too close to exhaust, been affected by heat and become jammed. Therefore the Board and insurers required clarification of the throttle spring/cable rule to minimise the risk of a repeat. That had been placed on the website for information and is to be observed with immediate effect. The wording will also appear in the 2015 Rule Book. Therefore scrutineers must check that this is being complied with from now.

Window Webbing/Mesh – Prohibition of metal surround "Gate" types.

NASA Chief Scrutineer explained that following a recent incident regarding specials fitted with "Gate" type window mesh where the "Gate" had opened and or broken away during a roll-over the board had required that this type of system be prohibited as it had not provided the necessary arm restraint.

Only a few vehicles had this system and the competitors concerned had been send letters confirming prohibition.

This prohibition is to be observed with immediate effect. The wording will also appear in the 2015 Rule Book along with a revised drawing.

Therefore scrutineers must check that this is being complied with from now.

Scrutineering Standards.

NASA Chief Scrutineer commented that there was still concerns that scrutineering standards at some large race meetings needed improvement. Especially at BAS and UKAC. At the NAC's cars that had raced all year were found to be non-compliant and the NAC scrutineers were blamed and or criticised, however all non-compliant items should have been found at club and league level and at the BAS/UKAC beforehand. Faults on vehicles more so on ones from leagues that don't send reps to scrutineers meetings or use NAC pre-check sheets. (Sent to League Chief Scrutineers by email and available from website).

Discussion followed including reference to: Time & personnel available at large meetings. Other officials sometimes do not back up scrutineers. Examples of non-compliant items. Class 1 Yaris with very large battery. Roll cage feet incorrect. Seat rear/harness support bars missing. Home made alloy seat mounting bars. Class 3 pedal and engine location. Use of pre-check and on day check sheets.

The Essex Rep. commented that he had arranged for pre-checking and at NAC's the forms had not been asked for. NASA Chief Scrutineer enquired if all had passed through NAC scrutineering without faults. – They had. The pre-checking had thus served its purpose.

2014 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. (When 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).

It was disappointing that there had been a shortfall in the usual number of volunteers, instead of the more usual 4 per lane there had been 1, 2 or 3 depending upon class. Some had said they were attending but didn't. Certain League Chief Scrutineers and club scrutineers had attended the NAC's but chosen not to help. For some "working" it was galling to see others in spectator areas sat watching racing with beer in hand.

The situation had been managed – just. Others had come forward – some former scrutineers, persons with specialist knowledge and known engine builders who had helped. This had not pleased everyone, but help has to be accepted where it can be got in such situations.

Discussion followed including reference to: Distance travelled to NAC's. Time and costs of attending – travel cost, family entrance cost. Goodwill involved. Family issues – scrutineer works but wife/partner & kids sat in caravan all weekend. Issuing passes for scrutineer and partner not always done dependant upon hosts.

The WW Rep. commented that W. Wales had tried to issue passes for the core volunteers – ones that they knew were attending.

i. Mens.

General term a good meeting. Scrutineering managed (See previous comments). Issues with 2 Class 1 cars at pre-race checking. Other cars had to attend welding bay to attend to various items (missing welds, flywheel protection and seat support bars). All issues resolved. All cars passed post race scrutineering. The newly bought bore & stroke test kit had worked well and had saved in gasket allowance more than the purchase cost. There had been an issue regarding a Class 2 exhaust on Sunday but item had been set in a fixed position and car permitted to race. The Start-line compound was good. Motors TV coverage good.

The WW Rep. commented that they had worked hard to achieve the attendance of Motors TV.

The Scrutineers Sec. commented that the programmes gave a very good impression of Autograss and is available to watch on the web – "Motorsport Web TV" - <http://www.digitexvideo.co.uk/webtv/#>

ii. Ladies & Junior.

General term a fair meeting. Cramped site. Scrutineering managed (See previous comments). One Junior Special failed at post race scrutineering and disqualified. Bore & stroke test kit again used and worked well. The ECU reader/checker had also worked well on the Class 1 Micra. The Start-line compound was good.

The WW Rep. commented that the weather had affected their preparation. Some items were last minute. The proposed 2nd pits field could not be used due to wet ground conditions. So not as much space available as they wished.

The camshaft and sprocket confiscated from Junior Special was shown to those present. See photographs later in minutes.

Scrutineering – Post Race 'Mens'

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

Scrutineering – Post Race 'Ladies & Junior.

One vehicle found non-compliant. All other vehicles checked were found to comply with the relevant class cc limits and engine preparation regulations. See photos below.

"Official" scrutineers jackets

Very few "**orange**" "**official**" scrutineers jackets have been returned to Scrutineers Secretary following issue at both the National Championships. Could they please be returned as soon as possible?

General views of vehicles being checked





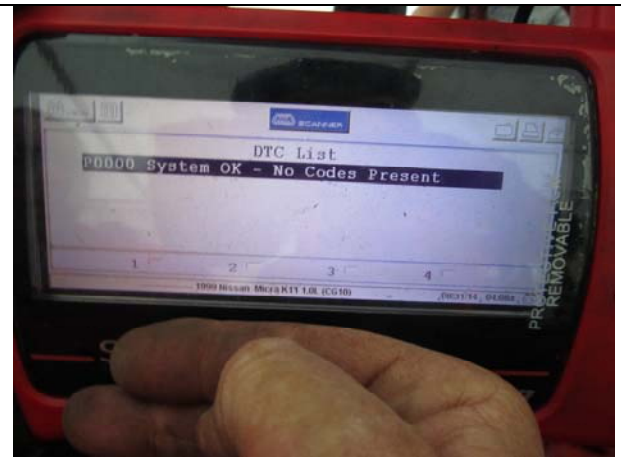
Class 2



Class 8 – Bore & Stoke using specialist gauge kit.



Class 1 Jnr Micra - Checked with ECU Reader - OK



Junior Special YD70

Camshaft to sprocket standard production solid metal pin/lug found to be replaced with non-standard roll/spring pin.



Lug hole does not have defined edges nor is circular.

e. Rules Clarification requests from League Scrutineers

Class 1 – Battery.

Is there a limit on battery size.

Following brief discussion including reference to types found and prohibited at NAC's.

NASA Chief Scrutineer confirmed YES.

The size must be equivalent to a typical "Car" type. The use of "Large" or "Heavy duty" car types may be regarded as ballast and would then have to be changed before racing.

Class 1 – Micra Engine.

Can the later short motor & head be used. The only difference between engines is the coil pack/electrics etc. The head/block components are the same.

Following brief discussion it was confirmed that YES the head/short motor etc can be used. However the coil pack etc must be removed and the earlier engine components used.

Class 2 – Radiator/Water tank

Can a radiator be replaced with a water tank?

NASA Chief Scrutineer confirmed - No. The radiator cannot be replaced with a water tank. A rule compliant radiator must be fitted.

Class 2 – Exhaust Brake.

Is the "Exhaust Brake" found on a Class 2 car at the NAC permitted? The "Brake" worked via a flap valve in the exhaust pipe that affected the back-pressure, operated by a lever by the driver.

NASA Chief Scrutineer explained that at the NAC, following a complaint, the "Exhaust Brake" system was found on Sunday. The 2014 rules state that exhaust is "Free". However following deliberations by scrutineers it was decided that the control lever be fixed in an open position by scrutineers and it was permitted for use on that day.

For 2015 "Exhaust Brake" systems will be prohibited in all classes.

De-Seaming.

Can De-seaming be permitted?

Following brief discussion it was confirmed that No. De-seaming remains prohibit as current rules.

"Bolt on roofs"

Can a "bolt-on" roof be used.

NASA Chief Scrutineer confirmed – No. The roof must remain an integral part of the bodyshell. It must be fixed by welding.

Class 4567 – Front bumper replacement.

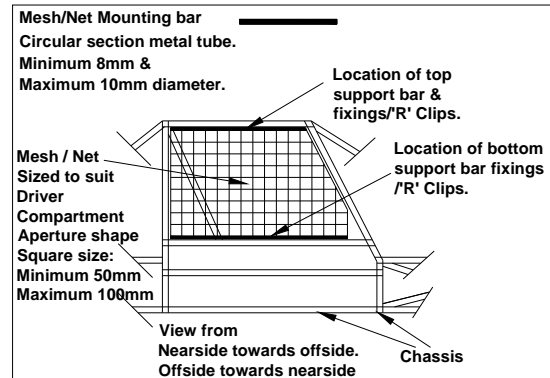
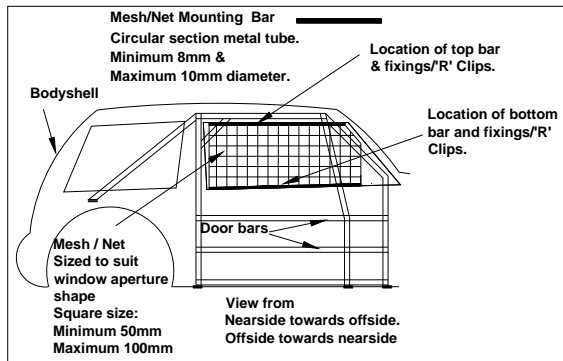
Can an aftermarket automotive plastic copy be used in place of the original vehicle bumper?
e.g. A mould produced from the original used to re-manufacture a copy in automotive plastic.

NASA Chief Scrutineer confirmed that the rules permit replacement by a near identical unit to the original. Whatever material used must be durable for use in Autograss. It must not shatter or break easily or produce shards when subject to any impact (livestock have access to some venues when events are not taking place).

5. JANUARY 2015 EDITION RULES & REGULATIONS

All Classes – Throttle/Accelerator return springs - Incorporation of website notice into various existing “Throttle Spring” rules.

All Classes – Window Webbing - Incorporation of prohibition of metal “Gate” types into various existing “Window Webbing” rules. Revision to associated drawings.



All Classes – Towing Eye - Incorporation of towing eye clarification into various existing “Towing Eye” rules.

All Classes – “Exhaust Brake” - Clarification of prohibition incorporated into various existing exhaust rules.

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

Roll Cage – Incorporation of 25mm Box tubing prohibition into various existing roll cage rules. Revision to associated drawings.

Glass tailgates – Requirements for tailgates with glass to metal ratio of above 66% (2/3) to have “cross bars” fitted incorporated into various existing bodyshell/tailgate rules.

Class 1

Micra Gearbox – Clarification of permitted units incorporated into existing rules.

Micra & Yaris window frames - Clarification of what must be retained incorporated into existing rules.

Class 1 & 2 – Bodyshell conversions - Clarification of prohibition of converting 4 door or 5 door into 3 door and vice versa incorporated into existing rules.

6. A.O.B.

“Signing On”

NASA Chief Scrutineer explained that the belief that it was OK to just sign on once for a 2/3 day meeting was incorrect. It is now a requirement that everyone “Signs on” on separate forms for each day. This is to ensure that insurance/liability obligations are met.

No other items.

MEETING CLOSED 2.20 pm.

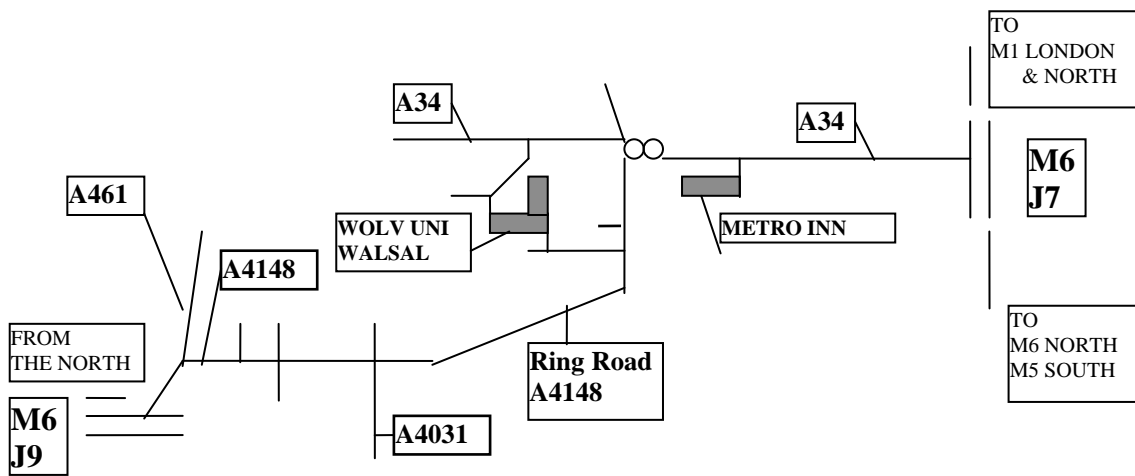
“Official” scrutineers jackets

Very few “orange” “official” scrutineers jackets have been returned to Scrutineers Sec. 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.

1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2014/5 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 2015 dates: /02/15, /04/15, /06/15, /10/15.
ALL DATES AND TIME TO BE CONFIRMED

NASA AGM 30 November 2014



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.
- =====

Mens

RACE RESULTS.

Class 1 - 1st SV101. 2nd R19. 3rd SN201. 4th SN43. 5th NW35. 6th A3. BF Disqualified SP24 & ARC38.

Class 2 - 1st MA30. 2nd SV5. 3rd R1405. 4th IK52. 5th PAC48. 6th IK356. BF Disqualified PHD84 & SR5.

Class 3 - 1st SR22. 2nd NW72. 3rd WS22. 4th R169. 5th S26D. 6th PAC157. 7th ARC8. 8th NS334.

Class 4 - 1st PAC3. 2nd E66. 3rd PHD20. 4th SC133. 5th TA36. 6th C3E. DNF S22D & NS206.

Class 5 - 1st LUD8. 2nd S45D. 3rd PAC16. 4th C31. 5th C28E. 6th R71. DNF E152. BF Disqualified TA30.

Class 6 - 1st SN12. 2nd MA183. 3rd P169. 4th NS434. 5th R27. 6th S16Y. 7th E5. DNF SY43.

Class 7 - 1st SC61. 2nd DA120. 3rd SC82. 4th Y34. 5th SN82. 6th 7F (gf). 7th LUD23. 8th SP3.

Class 8 - 1st C9. 2nd R212. 3rd SP44. 4th WR38. 5th ARC4. 6th T5. 7th S57. 8th S27D.

Class 9 - 1st PHD2. 2nd SC4. 3rd NS343. 4th TA55. 5th E26. 6th ARC19. 9th PHD9 (gf) DNF309F.

Class 10 - 1st ARC5. 2nd BC22. 3rd SC96. 4th SS166. 5th ST45. 6th NS120. 7th 100F. DNF Y7.

Champion of Champions – C9 Cameron Mills Class 8.

Ladies & Junior

RACE RESULTS.

Jnr Saloons - 1st SC15. 2nd S50Y. 3rd LUD15. 4th M58. 5th NS249. 6th NS95. 8th E12 (GF). DNF – SC236.

Class 1 – 1st SC16. 2nd YD343. 3rd PAC2. 4th P37EM. 5th R19 (GF). 6th M8 (GF). 7th SL274. 8th TA66.

Class 2 - 1st LM411. 2nd SN230. 3rd SL222. 4th YD148. 7th C220 (GF). DNF – SC122. Excluded Black Flag C52E, SC51.

Class 3 - 1st BC11. 2nd Y51. 3rd R70. 4th SN269. 5th SR22. 6th E214. DNF CM4. Excluded Black Flag C12.

Class 4 - 1st PAC3. 2nd M60. 3rd CM7. 4th SC36. 5th R47. 6th TA13. 7th B36H. DNF - PHD20.

Class 5 - 1st TA30. 2nd NS1. 3rd S45D. 4th SC46. 5th T9. 6. DNF – R107. Excl Red Flag – B32H, Excl Black Flag M45.

Class 6 - 1st YD16. 2nd YD15. 3rd Y35. 4th NS219. 5th IK92. 6th SL22. 7th H52. DNF S16Y.

Class 7 - 1st Y2. 2nd SP141. 3rd C2. 4th LM30 (GF). 5th R371. 6th Y62. Excluded Red Flag – 2F, PAC53.

Jnr Specials - 1st NS115. 2nd YD70. 3rd TA126. 4th LM13. 5th NW47. DNF – BC20. Excluded Red Flag - CS7. Excluded Black Flag – SV2.
Note.

*Jnr Special YD70 found wrong at post race scrutineering. Finished race in 2nd place. Disqualified.
3, 4, 5, 6, places all moved up one place. - 1st NS115. 2nd TA166. 3rd LM13. 4th NW47.*

Class 8 - 1st C10. 2nd LM9. 3rd SC20. 4th SC191. 5th SC514. 6th SS167. 7th NS55. 8th E15

Class 9 - 1st NS343. 2nd S5D. 3rd Y6. 4th IK10. 5th SS81. Excluded Red Flag - H150, TA17, PAC41.

Class 10 - 1st NS120. 2nd Y7. 3rd SL5. 4th IK19. 5th IK77. 6th TA99. DNF S6D, YS37.

Champion of Champions – PAC3 Alice Bevans. Class 4.

NASA 2014 NATIONAL AUTOGRASS CHAMPIONSHIPS

POST RACE SCRUTINEERING RESULTS

CLASS	* CAR No *	CHECKED	COMMENTS	
1	1	SV101 (Mini)	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES..	OK
	2	R19 (Mini)	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	3	SN201 (Mini)	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION. WHEEL CAMBER.	OK
	4	SN43 (Mini)	VALVE LIFT, CARB, DISTRIBUTOR, SUSPENSION. WHEEL CAMBER. ENGINE SEALED - MA214685	OK
	5	NW35 (Mini)	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS. ENGINE SEALED - 181370	OK
	6	A3 (Mini)	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS. ENGINE SEALED - 181369	OK
BF		TA66 (Mini)	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS. ENGINE SEALED - MA20	OK
BF		SP24 (Mini)	VISUAL EXTERNAL ENGINE CHECK, SUSPENSION. ENGINE SEALED - 181364	OK
2	1	MA30	NISSAN. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, BORE & STROKE CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL, GEAR RATIOS, SUSPENSION. WHEEL CAMBER.	OK
	2	SV5	NISSAN. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, SUSPENSION. WHEEL CAMBER.	OK
	3	R140	NOVA. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, SUSPENSION. WHEEL CAMBER.	OK
	4	IK52	NOVA. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, SUSPENSION. WHEEL CAMBER.	OK
	5	PAC48	NISSAN. PALGRAVE, RESTRICTOR. VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	6	IK356	NISSAN. PALGRAVE, RESTRICTOR VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
BF		PHD84	NISSAN. PALGRAVE, RESTRICTOR. VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
BF		SR5	NOVA. PALGRAVE, RESTRICTOR, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
3	1	SR22	STARLET - BORE & STROKE CHECK - Engine within class limits.	OK
	2	NW72	MATIZ - Engine within class limits.	OK
	3	WS22	STARLET - BORE & STROKE CHECK - Engine within class limits.	OK
	4	R169	A35 - BORE & STROKE CHECK - Engine within class limits.	OK
4	1	PAC3	NISSAN MICRA - BORE & STROKE CHECK - Engine within class limits.	OK
	2	E66	MINI - ENGINE SEALED	OK
	3	PHD20	PUGEOT - ENGINE SEALED	OK
5	1	LUD8	MINI - ENGINE SEALED - BAS Seal - 0000180	OK
	2	S45D	MINI - ENGINE SEALED - Engine within class limits.	OK
6	1	SN12	MICRA - Engine within class limits.	OK
	2	MA138	MICRA - Engine within class limits.	OK
7	1	SC61	MINI PICK UP - 2 X MOTORBIKE ENGINE	OK
	2	DA120	MINI PICK UP - 2 X MOTORBIKE ENGINE	OK

NASA 2014 NATIONAL AUTOGRASS CHAMPIONSHIPS

POST RACE SCRUTINEERING RESULTS CONT.

CLASS	CAR No	CHECKED	COMMENTS	
8	1	C9	MOTORBIKE ENGINE BORE & STROKE CHECK - Engine within class limits.	OK
	2	R212	MOTORBIKE ENGINE BORE & STROKE CHECK - Engine within class limits.	OK
	3	SP44	MOTORBIKE ENGINE BORE & STROKE CHECK - Engine within class limits.	OK
	4	WR38	MOTORBIKE ENGINE BORE & STROKE CHECK - Engine within class limits.	OK
9	1	PHD2	BORE & STROKE CHECK - Engine within class limits	OK
	2	SC4	BORE & STROKE CHECK - Engine within class limits	OK
	3	NS343	BORE & STROKE CHECK - Engine within class limits	OK
	4	TA55	BORE & STROKE CHECK - Engine within class limits.	OK
10	1	ARC5	Engine within class limits	OK
	2	BC22	2 X MOTORBIKE ENGINE	OK

CHAMPION OF CHAMPIONS

CAMERON MILLS	CLASS 8	C9	BORE & STROKE CHECK	OK
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POST RACE SCRUTINEERING RESULTS

CLASS	CAR No *	CHECKED	COMMENTS	
JNR	SC15		CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION.	OK
1	Mini			
	S50Y		CYL HEAD, VALVE LIFT, CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION.	OK
2	Mini			
	LUD15		CYL HEAD, VALVE LIFT, CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION.	OK
3	Mini			
	M58		VALVE LIFT, EXHAUST, CARB, DISTRIBUTOR, STEERING, SUSPENSION, SHOCKS.	OK
4	Mini			
	NS249		VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
5	Mini			
	NS95		VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
6	Mini			
	E12		ECU (VIA SPECIALIST READER), AIR INTAKE DUCTS, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
8	Micra			
DNF	SC236		CYL HEAD, VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION	OK
	Mini			
1	1	SC16	CYL HEAD, VALVE LIFT, CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR. (Vehicle undergone previous check)	OK
		Mini		
	2	YD343	CYL HEAD, VALVE LIFT, VALVES, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION.	OK
		Mini		
	3	PAC2	CYL HEAD, VALVE LIFT, VALVES, BORE & STROKE, CAMSHAFT LIFT & TIMING, SUSPENSION.	OK
		Mini		
	4	P37EM	CYL HEAD, VALVE LIFT CAMSHAFT LIFT & TIMING, SUSPENSION.	OK
		Mini		
	5	R19	VALVE LIFT CAMSHAFT LIFT & TIMING, CHECK. SUSPENSION	OK
		Mini		
	6	M8	VALVE LIFT CAMSHAFT LIFT & TIMING, CHECK. SUSPENSION	OK
		Mini		
	7	SL274	VALVE LIFT , VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
		Mini		
	8	TA66	VALVE LIFT , VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
		Mini		
2	1	LM411	PALGRAVE, CYL HEAD, CAM LIFT & SHAFT, ENGINE, RESTRICTOR, BORE & STROKE, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.	OK
		Nova		
	2	SN230	PALGRAVE, CYL HEAD, CAM LIFT & SHAFT, BORE & STROKE, ENGINE, RESTRICTOR, SUSPENSION, DISTRIBUTOR , STEERING, SUSPENSION.	OK
		Nissan		
	3	SL222	PALGRAVE, CYL HEAD, CAM LIFT & SHAFT, RESTRICTOR, SUSPENSION, DISTRIBUTOR , STEERING.	OK
		Nissan		
	4	YD148	PALGRAVE, RESTRICTOR, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
		Nissan		
	7	C220	PALGRAVE, RESTRICTOR, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
		Nova		
(GF)				
DNF	SC122		PALGRAVE, VISUAL EXTERNAL ENGINE CHECK.	OK
	Nova			
EBF	SC51		PALGRAVE, RESTRICTOR, VISUAL EXTERNAL ENGINE CHECK.	OK
	Nova			
EBF	C52E		PALGRAVE, VISUAL EXTERNAL ENGINE CHECK.	OK
	Nova			

NASA 2014 L & J NATIONAL AUTOGRASS CHAMPIONSHIPS

POST RACE SCRUTINEERING RESULTS

CLASS	CAR No	CHECKED	COMMENTS	
3	1	BC11	Starlet - Engine within class limits	OK
	2	Y51	Starlet - Engine within class limits	OK
=====				
4	1	PAC3	NISSAN Micra Engine within class limits	OK
	2	M60	FIAT Uno Engine within class limits	OK
=====				
5	1	TA30	Mini - Engine within class limits	OK
	2	NS1	Mini - Engine within class limits	OK
=====				
6	1	YD16	Micra - Engine within class limits	OK
	...2	YD15	Micra - Engine within class limits	
=====				
7	1	Y20	Mini - MOTORBIKE ENGINE	OK
2	SP141	Mini - MOTORBIKE ENGINE	OK
=====				
JNR SP 1		NS115	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	2	YD70	CYL HEAD, CAMSHAFT & SPROCKET, BORE & STROKE, CYL HEAD, CAMSHAFT, BORE & STROKE, CARB, DISTRIBUTOR, SUSPENSION, SHOCKS, HUBS, BRAKES.	WRONG Locating pin/lug replaced with Roll/Spring Pin.
	3	TA126	CYL HEAD, CAMSHAFT, BORE & STROKE, CARB, DISTRIBUTOR, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	4	LM13	CYL HEAD, CAMSHAFT, BORE & STROKE, CARB, DISTRIBUTOR, SUSPENSION, SHOCKS, HUBS, BRAKES..	OK
	5	NW47	CYL HEAD, CAMSHAFT, BORE & STROKE, CARB, DISTRIBUTOR, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
DNF		BC20	VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
ERF		CS7	VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
EBF		SV2	VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
Junior Specials Weights – Pre-Race Scrutineering: Total Entrants Weighed = 53. Average Weight = 470.15 kg. (3 No. @ 455kg – On limit. Permitted to race. Did not qualify for semi finals).				
Junior Special Weights – Semi Finalists = All above minimum and OK				
=====				
8	1	C10	MOTORBIKE ENGINE - BORE/STROKE – Engine within class limits	OK
	2	LM9	MOTORBIKE ENGINE - BORE/STROKE – Engine within class limits	OK
	3	SC20	MOTORBIKE ENGINE - BORE/STROKE – Engine within class limits	OK
=====				
9	1	NS343	Engine within class limits	OK
	2	S5D	Engine within class limits	OK
=====				
10	1	NS120	2 x MOTORBIKE ENGINES	OK
2	Y7	Engine within class limits c	OK
=====				
CHAMPION OF CHAMPIONS				
		ALICE BEVANS	CLASS 4 PAC3 NISSAN	OK
=====				

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