



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING REF: S4MIN1011/DH/GUJ

SATURDAY, 08th OCTOBER 2011 - 11 a.m.

TRAVELODGE WALSALL.

Present

League Represented	No.	LEAGUE
Y	16	CGTRO(LINCOLN)
*	25	C. SCOTLAND
Y	14	EAST ANGLIA
Y	01	EAST MIDLANDS
*	11	ESSEX
	24	FENLAND
Y	02	GLOUCESTER
*	18	KENT
Y	07	MIDLAND AP
*	09	NORTH WESTERN
*	21	NORTHERN IRELAND
*	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
Y	22	WILTSHIRE
*	12	YORKSHIRE

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

Club Representatives (8 Off)
 Visitors – 1 (part of meeting)

APOLOGIES: 1 No Director.

**ASSOCIATION OF
 AUTHORIZING
 BODIES**

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1. INTRODUCTION.

The NASA Chief Scrutineer welcomed all and apologised for being late. He had been invited to check a vehicle on his way and had got delayed.

The Scrutineers Sec. handed out copies of meeting Agenda and voting cards.

The Scrutineers Sec. explained that the NASA Secretary had been delayed due to car breakdown, and therefore additional copies of the minutes of the previous meeting were temporarily unavailable.

The NASA Chief Scrutineer explained that general discussion would take place based upon copies present. Once additional copies were available the minutes would be revisited upon request.

2. MINUTES OF PREVIOUS MEETING 25/06/11 and MATTERS ARISING:

Page 1. – SC61 – Pick Up.

The CGTRO Rep. commented that whilst this vehicle had been made to amend its construction, there were still others of similar construction that had done nothing.

Brief discussion followed including reference to roll cage construction and additional bars. The permitting in 2012 of the extra front cage upright as an 'Addition or Optional bar' rather than a mandatory bar.

The NASA Chief Scrutineer confirmed that these other vehicles must comply and also that any additional bars, including gear lever or steering column support/mounting bar construction must not hinder or restrict access and or egress to driver compartment.

Page 2. – Experimental vehicles.

The NASA Chief Scrutineer explained that the Micra 16v experimental vehicle will become full Class 1 vehicles in 2012.

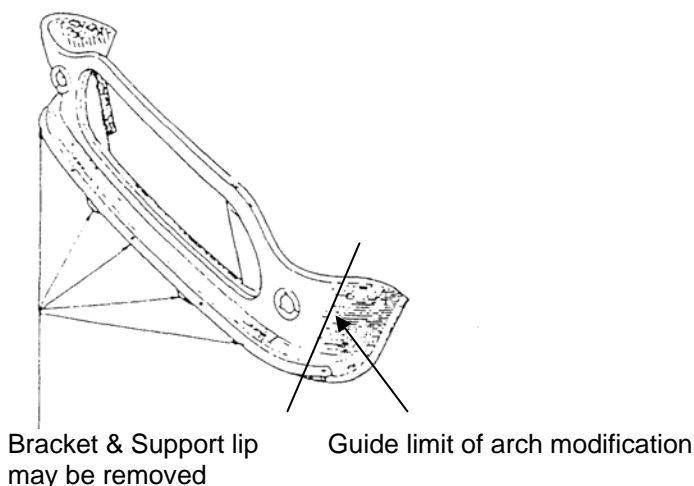
However that does not mean that they can be constructed to existing 2011 Class 1 Rules.

The merging of the experimental rules into Class 1 Rules means that the current Experimental Rules restrictions will apply to Micra vehicles.

Page 3. – Mini Front Panel. – Class 4, 5, 6, & 7.

The NASA Chief Scrutineer confirmed that the indicator mounting hole & surround and sub-frame fixing holes ('Pear drops') must remain.

If due to front hub & wheel location there is a need to remove these then sorry but the competitor is using the wrong suspension location and or bodyshell.



Page 5. – Junior Specials Suspension.

The NASA Chief Scrutineer confirmed that there had been no changes to rules regarding rear arms.

Bilsteins – Only 'Standard Replacement' types permitted. Shaft measurement maximum to be obtained and put in rules.

No other matters arising.

PROPOSED: CGTRO

SECONDED: East Anglia

That the minutes be accepted as a true record.

UNANIMOUS -

CARRIED

3. CORRESPONDENCE.

ESSEX League.

League has a competitor that has a Cinquecento. They are requesting permission for the vehicle to race after January 2012, when the vehicle is discontinued in Class 1. The League & Club are happy for it to race until it breaks. It will only race within the League.

The NASA Chief Scrutineer explained that this was the 2nd request of similar items. A competitor in another league had requested the same. That request had been refused.

He requested that a vote be taken.

VOTE – FOR = 0, AGAINST = 9, Abstention = 2 - NOT CARRIED

Therefore the request is refused.

CGTRO – Items.

1. Start & finish times for national scrutineering.

The NASA Chief Scrutineer explained that at present there was no fixed time set. The times varied and often were changed on the day. This year the L & J time was supposed to be 2.00 pm, but was changed to 1.00 pm. Also the last hour or so only resulted in a few cars being checked.

It was agreed that the following times be fixed into the Nationals Handbook and adopted for 2012 for both NAC's.

Friday = 2.00 to 4.00 pm. Break 4-5pm eve = 5 to 8pm.

Saturday = Open time to vary dependant upon Friday vehicles. Typically 7.30 am. Close 8.30am.

2. Firewalls in class 5 & 7

The CGTRO Rep. explained that some Class 5 & 7 vehicles did not have adequate fire shields as seen at NAC's.

Discussion followed.

Following reference to drawings it was agreed to amend rules to include a minimum size of firewall.

Minimum 600 wide behind driver seat with 300 mm either side minimum (Overall width = 1200mm) wide up to rocker height. Then tapering up to roof / rear roll cage hoop with minimum 300mm either side of driver seat edges.

It was agreed that this be adopted.

VOTE – FOR UNANIMOUS - CARRIED

3. Seat support bar position. There were many variations at nationals. Please clarify which is correct?

The NASA Chief Scrutineer confirmed that the seat support bar must be located immediately below the seat harness holes.

This was so that it could act as a seat support and harness guide.

If it was not, an additional bar could be fixed to the existing one. (As had been done by some vehicles to pass at the NAC's). Also if shared drivers with different holes the additional bar could be bolted and therefore by using different sized bar as an 'Add on' becomes adjustable.

4. Additional roll cage bars as discussed following Y24 roll over in 2010.- Any progress?

The Scrutineers Sec. explained that the Directors had not accepted the bar as yet to become mandatory as they required further information over need. However it had been accepted as being a permitted 'Optional and or Additional' bar. The Rule book drawings had been amended to suit.

5. Additional diagonal bar in cab as in SC61, are these ok or not ?

Already dealt with.

6. Stamping of licences & no signature, Is this ok as there is no record who scrutineered car ?

The NASA Chief Scrutineer confirmed that there must be a signature. This is to ensure that an unauthorised copy stamp has not been used if the car by-passed scrutineering and it also provides an audit trail in the event of a query.

7. Do we really need plates & bolts on a car with flat floor when it is welded in place?

The NASA Chief Scrutineer confirmed that this is still a requirement for 2012, however he will discuss this with the Board.

Scrutineers to monitor this.

West Midland League – Items.

1. Class 1

Offset boring in Class 1 & 2 engines - is this permitted?

Are we only allowed to use standard manufacturers head gaskets for Class 1

2. Fuel.

There has been some questions directed at NASA as to what is going on with fuel testing for all cars as only pump fuel and one type of additive is allowed at the moment. Why this isn't being checked?

The Scrutineers Sec. explained that he had emailed a provisional response, subject to confirmation as follows.

Class 1:

Offset boring is not permitted.

Replacement head gaskets may be of original Leyland/Rover manufacture or an aftermarket replacement type. i.e. a gasket sold and marketed as a "Standard replacement" type. "Competition" types are not allowed.

Fuel.

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

The NASA Chief Scrutineer & those present agreed that the response was correct.

Brief discussion followed with regard to fuel testing.

Graham Bennet – Items.

Précis of email.

Class 5 - Engine Type permitted

2V engines are expensive to produce. A decent Vauxhall/Peugeot with box is 5K upwards.

Request to permit 16Valve engines in Class 5. Either Car engine or say 1000cc Motorbike engine with limited tuning modifications.

Junior specials – Suspension

Due to struts bending is a change to the use of Class 8 type 'Swing Arms' possible with a maximum cost limit on suspension ie pro-tech shock £90 new?

The NASA Chief Scrutineer explained that although the committee do not usually respond to correspondence direct from a competitor, he had discussed this with Mr Bennet and agreed that it be raised and discussed.

Class 5.

The Scrutineers Sec. explained that 16V engines were once permitted in class 5, within a couple of years they made 2 valve car engines uncompetitive. So after complaints from the Leagues & clubs Class 5 drivers they were outlawed and the Class reverted to 2V engines. For 2 years running 1300BDH engined vehicles won the class. i.e. 16v engines were seen to be too competitive too soon.

Motorbike engines were once permitted in class 5, but only 2 valve 1000cc types, again within a couple of years of the right tuning and type they made 2 valve car engines uncompetitive. So after complaints from the Leagues & clubs Class 5 drivers they were outlawed and only 'Car engines' were allowed. i.e. bike engines were seen to be too competitive too soon. Hence the later change in class 7 regulations to allow single bike any cc.

The NASA Chief Scrutineer invited comments.

Discussion followed including reference to the 16v option for Class 5 is a possibility but only if the competitors & Leagues want it. If proceeded with a restriction to Standard production types and standard block material would apply.

- No 1300/1400 BDH or 1400 Millington. Maybe even restricting to 1200cc?

Regarding motorbike engines there was no support at all.

However there has been no request for either 16V or motorbike engines via any League.

The NASA Chief Scrutineer requested this be taken back to Leagues for discussion and consideration by this committee in 2012.

He confirmed that such a change of engine types would have to be proposed in writing from several Leagues and a large majority vote. It would also require 2 years notice prior to implementation.

Junior Specials - Suspension

The NASA Chief Scrutineer invited comments.

Discussion followed including reference to no perceived problems with suspension set up. Use of standard parts made vehicles easier to build. It easily separated the vehicle from other classes. Replacement parts were obtainable at cheap cost from breakers and or motor factors. Would fabricated arms be £200 per pair?

The negative effect on re-sale of existing vehicles. Cost of converting existing vehicles. More sturdy components may promote aggressive driving and more wheel banging. The restrictions on Bilsteins may help promote low cost racing further.

There was no support for any change to the Junior Special rules to suit request.

The NASA Chief Scrutineer requested this be taken back to Leagues for discussion and consideration by this committee in 2012.

MAP League – Tyres.

League want tyre rules to remain basically as 2011.

A price cap if deemed applicable should be based on 2011 Option B costs.

Shore hardness minimum should be retained.

Removal of shore hardness would affect their own league points system and NAC qualifying.

The NASA Chief Scrutineer explained that this will be dealt with later in meeting when the tyre update is detailed.

East Agnlian League – Nationals Scrutineering Times.

League wish to propose a 'Scrutineering Break' to allow more efficient scrutineering.

The NASA Chief Scrutineer explained that this had already been dealt with under CGTRO items.

4. JANUARY 2011 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

a. Class 1

i. Experimental vehicles / Trials.

The Class 1 TL provided a brief update on situation.

Two vehicles instructed to cease racing as not compliant.

List not discussed at meeting but included for information.

NASA 1 – Micra – M. Empson SN600 – Racing.

NASA 2 – Micra – D. Hardy SS1 - Under construction.

NASA 3 – Micra – E. Canning E391 - Won the "Experimental Nationals"

NASA 4 – 106 M+ 954cc – S. Walford M7 -Competitive and quick.

NASA 5 - 106 1124 – M. Turner T75 – Racing & Competitive.

NASA 6 – Micra - Car sold but will remain experimental (NASA 61) under new owner. Paperwork done.

NASA 7 – Micra – H. Corbbet PAC27 - Under construction.

NASA 8 – Micra – P. Tyrell NW14 – Under construction.

NASA 9 – 106 1124 – N. Clarke M9 -Was competitive, subject to extensive racing damage, used as donor vehicle for NASA 4. Race number not active.

NASA 10 – AX 1124 – D. Luck Y100 - Racing.

NASA 11 – Saxo 1124 – S. Robertson - Competitive.

NASA 12 - Micra – R. Lethwaite SL2 - Racing.

NASA 15 – Yaris – P. Brookes - Racing.

NASA 19 – Micra – P. Fleckney SN111 – Racing.
 NASA 20 – Yaris – D. Evans C20 - Racing.
 NASA 22 – Micra – J. Brady - Racing.
 NASA 28 – Micra – A. Robinson SP24 - Racing.
NASA 30 – Micra – VOID - Construction non-compliant - I. Randal CA30.
 NASA 34 – Micra – Number reserved.
 NASA 35 – Micra – Peter Devlin DA35 - Under construction.
 NASA 36 – Micra – Number reserved.
 NASA 37 – Micra – Jeff Hope-Davies C37 - Racing.
 NASA 40 – Micra – S. Forrest PAC20 - Racing.
 NASA 42 – Micra – Number reserved.
 NASA 48 – Reserved.
 NASA 59 – Micra – Jodie Bentley BC59 – Under construction.
 NASA 61 – Micra – L. Sayer SP611 – Was NASA 6 – Racing.
 NASA 63 – Micra – Ross Evans NW163.
 NASA 69 – Micra – Ian Marsh H69. - Racing.
 NASA 73 – Micra – M. Wanstall IK3 - Under construction. On hold.
 NASA 75 – Reserved.
 NASA 77 – Micra – Paul Rees PAC77 - Racing.
 NASA 96 – Micra – Eamon Sheeny – Racing.
 NASA 98 – Reserved.
 NASA 99 – Micra – J. Arthurs DA99 - Racing, undergoing make over for 2011.
 NASA 100 – 106 1124 – Stuart Mckenzie WS100 – Bridport Bandits – Racing.
 NASA 115 – Micra – Maeve Devlin DA35.
 NASA 121 – VW Polo – B. Seaward - Under construction
 NASA 125 – Reserved.
 NASA 144 – Micra – J. Whitmore SP144 - Under construction
 NASA 163 – Micra – R. Evans NW163 - Under construction
NASA 211 – Micra – VOID - Construction non-compliant - Z. Meakin SP211.
 NASA 811 – Reserved.
 BASA 808 Micra – Bob Empson SN808 – Racing.
 NASA 999 – Reserved

Note.

1. **Vehicles under construction have not yet passed pre-race inspection and are not officially approved to race.**
2. **Any persons and vehicles other than listed above have not officially applied to build and or race an experimental vehicle**
3. **VOID - Construction non-compliant – These vehicles are no longer permitted to race as experimental vehicles. Must race in Class 4.**

1124cc Vehicles.

The NASA Chief Scrutineer advised that the 1124cc part of the experiment may cease on 31 December 2011.

Brief discussion followed. It was agreed that this be adopted. **VOTE – FOR UNANIMOUS - CARRIED**

Therefore all 1124cc vehicles will not be permitted to race under the 'Experimental scheme' after 1 January 2012. If they wish to continue racing they must be given ordinary identification and race in Class 4.

Micra 16v

The Class 1 TL confirmed that:

1. 'Door window tops' must not be removed as Class 1 Rules, but must remain as fitted and in situ.
2. Front Door hinges must not be removed as Class 1 Rules, but must remain as fitted and in situ. Due to vehicle construction the hinges will allow doors to be welded shut, otherwise a 'Butt' weld is required that may subsequently crack.
3. Vehicle 'Soundproofing' material may be removed.
4. No 'Sandblasting' of body-shell or panels permitted.
5. No 'Chemical Dipping' of body-shell or panels permitted.
6. Models with sunroofs may be used. Sunroof infill panel must be welded.

7. Models with spoilers inc. GX may be used and spoilers retained or removed.
8. Fuel to be 95 RON only.
9. Head skim maximum 0.010" (0.254mm).

There will be other restrictions for the Micra, the rules are being amended to suit.

The Scrutineers Sec. commented that he had done the drafts but was awaiting clarification on some items, inc. minimum head thickness etc.

Peugeot & Citroen windscreen scuttle.

The Class 1 TL explained that these vehicles were fitted with an automotive plastic scuttle. This scuttle is the only barrier between the engine compartment and the driver.

This may be retained or removed. However if removed it must be replaced with a metal panel of equivalent size.

Vehicles with this removed and left open will not be permitted to race due to the potential risk to the driver from fire and or hot fluids.

Camshaft type approval.

The Class 1 TL explained that an approach had been made requesting permission for another camshaft to be approved.

The NASA Chief Scrutineer commented that 'was another supplier needed' and he requested that a vote be taken.

VOTE –AGAINST UNANIMOUS - CARRIED

Therefore the list remains closed for 2012.

Modification of wheels.

NASA Class 1 TL explained that a number of competitors were beginning to use wheels that had had a second tyre valve hole cut into them. This hole placed nearer the centre took the valve away from the rim.

The NASA Chief Scrutineer invited comments.

Following brief discussion including reference to also conversion to valve on hub facing side of rim and likely more aggressive driving and 'Wheel banging' without fear of puncture. It was agreed that this practise be prohibited.

The NASA Chief Scrutineer confirmed that only one valve hole was permitted in any wheel and must be in standard production location.

Sport pack panels.

The NASA Chief Scrutineer explained that later Mini vehicles were fitted with 13" wheels at the factory. This necessitated a factory modification to the wings that involved cutting the arches, sliding the lower part of the arch up inside the remaining arch and spot welding. This raised the arch approx 25mm.

The rules allowed any body-shell to be used, hence there were several of these vehicles currently racing.

Brief discussion followed including reference to method of identification. There is no weight advantage as the overlap and spot weld are equivalent to original weights. When wings were damaged should they be replaced with conventional wings. Extra clearance provided.

The NASA Chief Scrutineer requested that a vote be taken. **VOTE – FOR = 8, AGAINST = 0, Abstention = 3 CARRIED**

Therefore vehicles with such wings will not be penalised. Any non-factory copies found without inner overlap will be prohibited.

Mini Towing eyes.

The NASA Chief Scrutineer confirmed that 2 No. towing eyes complete with penny washers may be fitted.

b. Tyres.

The Director present provided an update on tyres.

2012 tyre Regulations Summary

Both Option A & Option B Tyres will be nominally 60 shore hardness, but not less than 55 making due allowance for manufacturing variances.

Provided tyre softener has not been used Option A Tyres being used by a competitor are legal. Any checking will be done by NASA on tyres before sale & any responsibility lies with the approved supplier.

Approved Option B tyres must be approved before use & the shore hardness remains the competitors responsibility.

Any tyres currently in circulation & not marked 60 but of a pattern previously sold by Option A suppliers will be deemed to be Option B & come under Option B regulations making the user responsible for the shore hardness.

Brief discussion followed including reference to policing of tyre regulations. It was confirmed that the tyre rules in the rule book would be amended to suit and clarify the above.

c. Scrutineering.

Identification – Door & Roof styles.

The NASA Chief Scrutineer explained that for 2012 a vehicle's identification number and letters must match that of the main competitors licence. This is to ensure that for any club the same identification is used on all of the particular club competitor's vehicles and the correct vehicle is identified in the event of a query by marshals and also to assist lap scoring.

I.e. If the NASA Club Identification and issued Licence ref is say CA24 then the vehicle must be marked as CA24. Not C24A or 24CA. or is say G64D then the vehicle must be marked as G64D. Not GD64 or 64GD or 64G or G64.

The West Wales Rep. enquired if this would affect shared drivers or lady drivers.

The NASA Chief Scrutineer confirmed that if a vehicle was shared or used by a lady, then the situation will remain as at present. There is no need for the identification to be changed to suit other users licence unless the ownership of vehicle changes.

Wheel stud length.

The NASA Chief Scrutineer confirmed that the length of any wheel stud must not protrude beyond the edge of the wheel rim. This is to minimise the risk of injury when in pits & start-line and damage to other vehicles whilst racing.

Bead Lock Rim Fixings

The NASA Chief Scrutineer confirmed that for Beadlock wheels the fixings must comply with rules and where a stud and nut fixing is used length of any stud and nut combination must not protrude beyond the edge of the wheel rim.

This is to minimise the risk of injury when in pits & start-line and damage to other vehicles whilst racing.

Hub Caps & Wheel Dust/Mud Protectors.

A number of competitors had begun to use these; however some were being fitted using plastic tie straps Also if they became loose they are a potential hazard to Marshals, spectators and other competitors.

The NASA Chief Scrutineer confirmed that they were regarded as 'Wheel attachments' and therefore prohibited. They must be removed from wheels.

d. 2011 NATIONAL CHAMPIONSHIPS

The NASA Chief Scrutineer thanked those present for the work done at both National Championship meetings. He explained that he was merging the originally separate agenda item of conduct into this item as it was relevant to events at the NAC's.

Competitors & Officials Conduct

The NASA Chief Scrutineer expressed concern that the conduct of some competitors had reduced to a point that it was affecting the ability of persons to carry out scrutineering duties. It also seemingly put off persons from assisting.

At the L & J NAC threats had been made against himself and family, both physical and towards his property (Burn down camper?) and items had been thrown towards him. He was quite prepared to defend himself physically if need be but despite extreme provocation had chosen not to do so.

He believed that such intimidation and bullying behaviour from competitors should lead to immediate Licence suspension at the least. However no action had been taken by anyone at the time.

Scrutineers at any level should not be in fear of consequences when trying to enforce the rule book.

Attempted use and fitment of soft incorrect tyres, wrong struts, wrong roll cages, wrong engine parts it should be noted was the competitors fault as it was they who had built the vehicle incorrectly, not he. If competitors followed the rule book as the majority do, there would not be a problem.

Since the NAC's some disciplinary action against the individuals concerned had been taken, but he was awaiting confirmation of details.

In addition there had recently been extreme differences of opinion between members of the Board of Directors observed at race meetings in full view of competitors. This perhaps resulted in competitors believing that behaving in a similar manner when challenged regarding vehicle preparation was now acceptable. It is not.

The Specials TL commented that attempts had been made to 'Wind up' various scrutineers regarding one particular special with a rounded front. There was a point at which 'Winding up' deteriorates into abuse, particularly if the person concerned does not get his own way. Ideally the vehicle concerned should have been trailered.

The Class 1 TL commented that his family members had been threatened. He had been subject to spurious allegations from a certain engine builder regarding involvement in another persons Class 1 engine preparation at post race scrutineering. He had not been involved in preparation of the particular competitor's engine at all and had no wish to.

The Director present agreed to take the above concerns and comments to the Board of Directors.

The NASA Chief Scrutineer left meeting due to request to speak to Chairmen's meeting. Some of the above information was explained to the Chairmen.

The Scrutineers Sec. briefly deputised with Mr Hardy's consent, until his return.

Scrutineering – Pre Race - Quality of Cars

The Scrutineers Sec. asked for comments from scrutineers regarding each class at NAC's.

Class 1.

Defects found – Frayed safety harnesses. Loose seats. Seat support bar incorrect. Brake lights not working. Missing roll cage foot plates. Alloy roll cage foot plates instead of steel. Loose or incorrect wheel nuts. Fully welded sub-frames.

Subframes that had split either allegedly naturally (Unlikely) or deliberately to provide camber adjustment. (One vehicle excluded. One vehicle had correct replacement sub-frame fitted overnight and passed on the Saturday).

Class 2.

Roll cages incorrect. Reinforcement found inside front chassis. Battery not in box. Incorrect struts. Loose seats. Seat support bar incorrect.

Class 3.

Alloy roll cage foot plates instead of steel. Fuel tanks too big (used as ballast). Rear brace bars wrong size and not straight.

Class 4, 5, 6, & 7.

Roll cage side top bars too low. i.e. Drivers head above bar. When line taken from top of bar to top of centre roll cage bar the driver head must be below. Centrally seated were ok. RH seated not ok.

Floor-pans on some vehicles not complete. Some safety shields not adequate. (See item previous in minutes).

Class - Specials.

Seat fitment not correct or adequate. Shoulder straps on seat belt not holding driver correctly. Battery not in box. Ballast not fitted as rule book.

Brief discussion followed. General comment all items that should have been picked up at club/league level before NAC's.

The NASA Chief Scrutineer returned to meeting.

Scrutineering – Post Race.

Class 1 – Camshafts

The NASA Chief Scrutineer confirmed that all Class 1 and Junior camshafts were checked using the NASA cam reading device.

Two camshafts were found incorrect. Drivers disqualified and subject to disciplinary action.

Class 2 –The NASA Chief Scrutineer confirmed that all Class 2 camshafts were checked using the NASA cam reading device. All camshafts were found correct.

One vehicle was found with incorrect valves. Driver disqualified and subject to disciplinary action.



One competitor refused to allow car to be post race checked. – Driver subject to disciplinary action.

The Director present explained that the Board had upheld the disqualification and subsequently solicitor's letters had been received regarding legal action over the valve and camshafts decisions. There was ongoing correspondence therefore the members concerned had had their licences and membership suspended in accordance with the NASA Rules – *Members Handbook - Code of Conduct - Rule 27*.

Those concerned were therefore not permitted to 'Sign on', act as an official or mechanic or enter pit areas until the action ceased. They may only attend race meetings as 'Spectators'.

e. Rules Clarification requests from League Scrutineers

a). Steel Bumpers.

The MAP Rep. enquired if the following could have the steel bumpers retained or removed as the rules only currently permit this for Mini's and Imp's. - Fiat 126, Fiesta Mk 1 & Mk 2, Sc100, Metro.

Following discussion it was agreed that they be added to list in Rule 2.27.

5. January 2012 Edition Vehicle Construction Rules & Regulations.

a). Rules Change requests from Leagues. - None.

b). Rules Change requests from NASA Chief Scrutineer.

Roll cages – Class 1 & 2

The NASA Chief Scrutineer explained that when measuring roll cage tube wall thickness many have been found to be undersize. This in many cases was not deliberate but a reflection of the variance in the steel tubing manufacture and type.

Was it time, say from January 2015, to increase the minimum size from 25mm box to 30mm box and wall thickness to a nominal 3mm. This would ensure that the wall thickness variance of manufacture will still give a minimum size similar to that at present.

The NASA Chief Scrutineer requested that this matter be taken back to Leagues for discussion for consideration at the next Scrutineers Committee meeting in 2012.

Class 5, 6, & 7 – Engine location.

The NASA Chief Scrutineer explained that the original any engine any location rule, due to current practice required modification. Due to safety concerns regarding entry and egress, was it time to prohibit the placing of the engine within the area between the roll cage front hoop and the rear hoop.
He invited comments.

Brief discussion followed. It was agreed that this be adopted. **VOTE – FOR UNANIMOUS - CARRIED**

c). Rules Change requests from NASA Directors.

Class 3.

The Director present explained that this class had been discussed by the Board of Directors and due to concerns regarding the lack of interest by competitors in using modern body-shells, information received regarding vehicles about to be or currently being built using pre-1980 donor vehicles and the wish to modernise the Class; it was proposed to introduce additional rules. They had been already approved by the Board for introduction. However these rules would only proceed if there was support from the Scrutineers Committee.

A limited number of handouts were passed around. Brief outline of proposals:-
Bolt on body-shells and full space frame only permitted on post 1990 donor vehicles.
Flat floored 'old' vehicles must have welded on body shell.

Certain vehicles only to be permitted to shorten wheelbase to 2300mm (i.e. Saxo = 85mm, Fiesta 3dr 95-02 = 146mm, 106 = 85mm, Corsa 3dr 92-00 = 143mm, Polo 3dr 95-99 = 140mm). This list may be amended at NASA discretion.

The NASA Chief Scrutineer invited comments.

General discussion followed including reference to. Already some pre 1990 full space frame vehicles in existence and or are being built. Bit late to change things. Proposal seems a bit "Rushed". What happens to those vehicles? Moving rear axle may be difficult to police. Vehicles will look bad. Why have Directors done this? If it's already decided why ask scrutineers for approval?

A better solution to help modern vehicles would be from say 2013 to prohibit mounting of heavy items such as fuel tank, battery, dry sump tank etc to the rear of the rear axle wheel hub to wheel hub centreline.

The NASA Chief Scrutineer explained that as this was seemingly already agreed by Directors he required an indication of support from those present.

There was no support for limiting age of donor vehicles or restrictions on space frame.

The Scrutineers only agreed to reluctantly support the shorten wheelbase element.

VOTE – FOR UNANIMOUS - CARRIED

The NASA Chief Scrutineer requested that this matter be taken back to Leagues for discussion for re-consideration at the next Scrutineers Committee meeting in 2012.

Note.

Since meeting information received indicates that the Board did not make a final decision.

The NASA Chief Scrutineer therefore instructs that no implementation action is to be taken by anyone with regard to the subject voted upon. i.e. No vehicle is to be modified or constructed in accordance with the wheelbase change until further notice. Scrutineers to inform affected Class 3 competitors immediately.

6. A.O.B.

a). Class 2 – Experimental vehicles.

The Class 2 TL enquired if there was any response regarding this.

The NASA Chief Scrutineer explained that none had been received from the Board yet.

b). H2 Engine.

The NASA Chief Scrutineer explained that a competitor/constructor wished to show an engine to the meeting with a view to consider its permitting in Class 9.

The competitor/constructor & NASA Director present brought engine into room. Those present inspected the engine. The Scrutineers Sec. provided basic info on engine (Gleaned from company website). Additional information and answers to queries provided by the competitor/constructor.

General discussion followed including reference to:

The engine an in line 4 cylinder is made by Hartley Enterprises, available in 1.3 to 1.7 Ltr capacity. DOHC 16V. 175 to 250HP. Dry sump oil system with 4 stage pump. Available in kit for assembly with a donor Suzuki Hayabusa engine or assembled using non-Hayabusa components with billet crankcase, block & cylinder head, steel billet crank, Carrillo rods specialist pistons, cams etc; with only cam cover and head gasket from Hayabusa engine. Cost = \$10K to \$20K dependant upon specification and shipping. Delivery period approx 3 months.

The competitor/constructor then removed engine and left meeting.

The NASA Chief Scrutineer invited comments.

General discussion followed including reference to Millington Engines – origin (based on RS2000) and development over many years into current state. Vauxhall C20XE (originally out of road cars) engines and development to having alloy block. Lexus/Yamaha/Toyota - G35E engine. Ford Duratec engine – Cost and availability. Honda engines. Hybrid engines made up of components from different units. E.g. head swaps. Comparable costs of engines. Class 9 has free engine modification, only cc limit. Effect of H2 engine on and future of Class 9.

Motorbike based engines prohibited at present. i.e. use of any motorbike engine parts within engine prohibits it from Class 9. What constitutes a 'Car' engine as some car manufacturers are beginning to use 'Motorbike' or motorbike derived' engines in standard production road cars. H2 engine could be amended to be made from billet items and be totally non-Hayabusa. Should permitted engines only be based on and or have a link to 'Car' standard production types?

There was no proposal to accept this engine and no proposal to prohibit any existing engines currently used in Class 9.

The NASA Chief Scrutineer requested that this matter be taken back to Leagues for discussion for consideration at the next Scrutineers Committee meeting in 2012.

c). NEC Show.

The Director present & The NASA Chief Scrutineer explained that it will be a requirement for all 'Show' cars to be scrutineered before being allowed to attend.

This is to prevent vehicles with incorrect say roll cage or chassis construction from being viewed by persons attending and subsequently the construction being copied and causing difficulties at future scrutineering.

d). 2011 Nationals – YD – NOISE TESTING & SILENCING

The YD Representative arrived at meeting following end of Chairman's meeting and explained that due to the noise restrictions placed upon the venue, vehicle silencing equipment and noise testing will be absolutely to the rule book. The testing will be closely observed by officials from the local council (They will have been made aware of the NASA Silencing and Exhaust regulation).

Therefore any vehicle that has an exhaust outlet that does not comply exactly with the NASA Rules will not be permitted to race until modifications necessary for compliance is carried out. If such compliance is not forthcoming the vehicle concerned will not be permitted to race.

"The single engine and/or twin engine exhaust system outlet or outlets must end at the rear bodyline of the vehicle, and not protrude beyond 50mm of the vehicle bodyline. The outlet or outlets must be at a point that is easily accessible for the taking of noise level test measurement readings. All outlets of twin or multiple exhaust systems must terminate at a single common point, enclosed within an imaginary area of 300mm diameter. See Fig. 25.

Note.

i. The outlet pipe or pipes must point either horizontal or downward at an angle of not more than 30° (degrees) from the horizontal.

ii. For Class 5 & 7 rear engined 'pick up' type vehicles.

Where the exhaust outlet or outlets is/are at a height above the side of the rear pick up bed, then the outlet or outlets must point downward, at an angle of not more than 30° (degrees) from the horizontal."

The NASA Chief Scrutineer confirmed that there will be no tolerance or leeway given to competitors on the day. Therefore competitors must ensure that the exhaust systems/outlets comply.

At all BAS rounds vehicles will be checked for compliance.

A number of vehicles already noted by YD at last BAS round will require modification if they qualify either as an entrant or reserve. E.g. NS1, Y61, T39, SN82, PAC3, E111, C10.

Local scrutineers to make competitors aware of absolute need to comply and ensure that the vehicles checked before the Nationals. (For some outlets it may mean the fitment of a cowl or diverter to ensure compliance with horizontal or 30° (degrees) from the horizontal).

e). Roll Cage SN36

Cambridge had stopped vehicle from racing due to poor roll cage.

The cage had subsequently been repaired and the vehicle had been allowed to race at St Neots.

Driver threatening legal action against Club for stopping him racing.

The NASA Chief Scrutineer explained he had discussed with the Club Chief Scrutineer.

Scrutineers entirely correct in actions to stop vehicle racing.

Also once legal action initiated the membership of driver will be suspended by NASA until action ceases.

MEETING CLOSED 4.00 pm.

Notices for Information:

76F – Class 3:

The League Chair and League Chief Scrutineer has been given formal notice by the NASA Chief Scrutineer that the vehicle of competitor Mr Shane Manley – 76F - Toyota 1000 2 door saloon has been deemed as non-compliant with Rule: General 14.

The vehicle must cease racing on 31 December 2011, and will not be permitted to race in any repaired format and or condition after this date.

The competitor will only be permitted to race using a wholly different or newly constructed vehicle that is compliant with the NASA Vehicle Construction Rules & Regulations for the class concerned.

“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.

NOTE: NASA AGM: 27 November 2011

-
1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2012 Edition Rule Book.
 2. For future reference: **WANTED:**
Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
 3. Next Meetings 2012 - : **Sunday February 19th 2012.** **Saturday April 14th .2012.**
Saturday June 16th 2012. **Saturday October 6th 2012.**
Venue:**To Be Confirmed.**
 4. Comments required from leagues on: NASA Rules & Regulations - Clarification's, Changes for future etc.

NASA 2011 NATIONAL AUTOGRASS CHAMPIONSHIPS

POST RACE SCRUTINEERING RESULTS

CLASS	* CAR No *	CHECKED	COMMENTS	
1	1	PAC157	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT , PISTON & CONROD ASSY, EXHAUST, CARB, DISTRIBUTOR , SUSPENSION.	WRONG
	2	R45	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, PISTON & CONROD ASSY, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION.	OK
	3	ARC45	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, PISTON & CONROD ASSY, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION.	OK
	4	SV212	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, PISTON & CONROD ASSY, EXHAUST, CARB, DISTRIBUTOR, SUSPENSION.	OK
	5	Y75	VALVE LIFT, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR	OK
	6	PAC81	VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	OK
	7	SN43	VALVE LIFT, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR	OK
NF		C3	VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS.	WRONG
2	1	SR54	PALGRAVE, BORE/STROKE, ENGINE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES , VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, GEAR RATIOS, SUSPENSION.	WRONG
	2	C64	PALGRAVE, BORE/STROKE, ENGINE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, GEAR RATIOS SUSPENSION.	OK
	3	R140	PALGRAVE, BORE/STROKE, ENGINE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, GEAR RATIOS SUSPENSION.	OK
	4	P7EM	PALGRAVE, BORE/STROKE, ENGINE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, SUSPENSION.	OK
NF		SV5	VALVE LIFT, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR	OK
NF		ST27	REFUSED TO PERMIT POST RACE CHECKING	WRONG
NF		LM10	PALGRAVE, BORE/STROKE, ENGINE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, GEAR RATIOS SUSPENSION.	OK
BF		Y150	PALGRAVE, BORE/STROKE, ENGINE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVE SPRINGS, CAMSHAFT, DISTRIBUTOR, STEERING, GEAR RATIOS SUSPENSION.	OK
3	1	NS334	Engine with class limits	OK
	2	WS22	Engine with class limits	OK
4	1	PAC3	Engine with class limits	OK
	2	CM7	ENGINE SEALED	OK
5	1	Y44	Engine with class limits	OK
	2	MA33	ENGINE - SEALED	OK
6	1	SL22	Engine with class limits	OK
	2	NS434	Engine with class limits	OK
7	1	BC9	2 X MOTORBIKE ENGINE	OK
	2	PHD2	V8	OK
8	1	SC1	Engine with class limits	OK
	2	ARC4	Engine with class limits	OK
9	1	Y78	Engine with class limits	OK
	2	ARC5	Engine with class limits	OK
10	1	ARC1	2 X MOTORBIKE ENGINE	OK
	2	NS120	2 X MOTORBIKE ENGINE	OK

CHAMPION OF CHAMPIONS

Rob Corbett CLASS 4 PAC3 Nissan Micra OK

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

NASA 2011 L & J NATIONAL AUTOGRASS CHAMPIONSHIPS

POST RACE SCRUTINEERING RESULTS

CLASS * CAR No *		CHECKED	COMMENTS
JNR	NW35	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
1			
	2 SV100	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	3 CA28	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	4 SN81	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	5 SV212	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	6 SN12	VALVE & CAM LIFT VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
	7 SC16	VALVE & CAM LIFT VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
NF	SC226	VALVE & CAM LIFT VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
=====			
1	1 PAC2	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	2 SP27	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	3 A3	CYL HEAD, VALVE LIFT, BORE & STROKE, CAMSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK
	4 R54	CYL HEAD, VALVE LIFT, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS, VALVE LIFT, EXHAUST, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK SUSPENSION, SHOCKS,	OK
	5 MA48	CYL HEAD, VALVE LIFT VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
	6 BC11	CYL HEAD, VALVE LIFT VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
	7 C60	CYL HEAD, VALVE LIFT VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
NF	ST447	CYL HEAD, VALVE LIFT, INLET MANIFOLD, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
=====			
2	1 A23	PALGRAVE, CYL HEAD, CAM SHAFT, ENGINE, RESTRICTOR, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.	OK
	2 PAC51	PALGRAVE, CYL HEAD, CAM SHAFT, ENGINE, RESTRICTOR, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.	OK
	3 SL222	PALGRAVE, CYL HEAD, CAM SHAFT, ENGINE, RESTRICTOR, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.	OK
	4 P4	CAMSHAFT, PALGRAVE, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
	5 R140	CAMSHAFT, PALGRAVE, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
	6 YD209	CAMSHAFT, PALGRAVE, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
	7 LM49	CAMSHAFT, PALGRAVE, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
NF	Y14	VEHICLE SEVERLY DAMAGED in roll over – Not checked	

NASA 2011 L & J NATIONAL AUTOGRASS CHAMPIONSHIPS

POST RACE SCRUTINEERING RESULTS

CLASS	CAR No	CHECKED	COMMENTS		
3	1	ARC27	Engine within limits – Stroke checked	OK	
	2	CM4	Engine within limits – Stroke checked	OK	
4	1	NR9	Engine within limits	OK	
	2	PAC3	Engine sealed – Previously found to be within limits.	OK	
5	1	C31	Engine within limits	OK	
	2	CM5	Engine within limits	OK	
6	1	YD131	Engine within limits	OK	
	...2	N10	Engine within limits		
7	1	PAC53	Motorbike engine	OK	
2	SC121	2 X Motorbike engines	OK	
JNR SP 1	NW200		CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK	
	2	BC6	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK	
	3	SL177	CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK	
	4	C9	VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK	
	5	S916Y	EXHAUST, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK	
	6	NS155	EXHAUST, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK	
	7	SR46	EXHAUST, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK	
	8	LM18	EXHAUST, CARB, DISTRIBUTOR VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK	
8	1	SC17	Motorbike engine - Engine within limits	OK	
	2	WR20	Motorbike engine - Engine within limits	OK	
9	1	PHD54	Engine within limits	OK	
	2	YD171	Engine within limits – Stoke checked	OK	
10	1	BC22	2 X Motorbike engines	OK	
2	NS29	2 X Motorbike engines	OK	
CHAMPION OF CHAMPIONS					
	CLAIR HORNER	CLASS 8	SC17	Motorbike engine	OK

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