



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING REF: S3MIN0611/DH/GIJ

SATURDAY, 25th JUNE 2011 - 12 NOON

TRAVELODGE WALSALL.

Present

League Represented	No.	LEAGUE
Y	16	CGTRO(LINCOLN)
*	25	C. SCOTLAND
Y	14	EAST ANGLIA
Y	01	EAST MIDLANDS
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
Y	15	SHROPSHIRE AA
Y	04	SOUTH WALES
Y	19	THE DALES
Y	05	SOUTHERN
*	23	IRELAND
*	03	WESTERN ASA
Y	13	WEST WALES
Y	06	WEST MIDLANDS
*	22	WILTSHIRE
*	12	YORKSHIRE

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

Club Representatives (11 Off)
 Visitors - None

APOLOGIES: 1 No Director.

**ASSOCIATION OF
 AUTHORIZING
 BODIES**

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

1. INTRODUCTION.

The NASA Chief Scrutineer welcomed those present, and thanked them for attending.

2. MINUTES OF PREVIOUS MEETING - 17/04/10 and MATTERS ARISING:

Page 2 – Side Skirts.

The NASA Chief Scrutineer explained situation regarding side skirts and omission of wording to minimise confusion.

Page 4 – Pick up drawing

The Scrutineers Secretary explained that the drawing shown will be placed into rule book for 2012.

Page 5 – Pick up – SC61

CGTRO Rep confirmed that the vehicle had removed the questionable bars. However similar bars had been seen in other vehicles.

See item 4c.

Page 6 – Rule Book Deadlines etc.

The Scrutineers Secretary explained that the Rule Book drafts continued to be updated to suit already agreed amendments etc. This was in readiness for the Rules meeting with Directors in July. Once agreed the confirmed changes would be incorporated and available for checking in Summer, giving more time before sending to printers etc.

There were no other matters arising.

PROPOSED:	EA	SECONDED:	CGTRO	
That the minutes be accepted as a true record.			UNANIMOUS	CARRIED

3. CORRESPONDENCE:

CGTRO – Class 2 – Roll Cages.

League request that the Roll Cage modifications made to Classes 3,4,5,6&7 be extended into Class 1 & 2. League also wish to see progress on additional support bar for high rake angle windscreen vehicles This is a result of a recent partial collapse of a cage. – See Photo. Access/egress to & from drivers compartment requires further clarification.

See item 5.a.ii.

East Anglian – Class 3

300mm Limit on engine to gearbox face.
100mm limit on rear drive shafts.

See item 5.b.ii.

SAA. - Class 3

All FWD converted vehicles to have minimum wheelbase of 2300mm.
Limit on engine/gearbox adaptor of 300mm.
Rear Axle free with no limit on distance. Space-framing to9 be reconsidered.

The NASA Chief Scrutineer noted the request for future. - See item 5.b.ii.

Mini Spares Centre (North) Ltd.

Class 1 – Replacement pistons.
Stating that the piston 2243-60 (A+ Series 0.060+) has been reintroduced by Federal Mogul.
Please can confirmation be given that they are permitted.

The NASA Chief Scrutineer invited comments.

Following discussion where it was stated that they are already in use by some competitors and 0.060+ was permitted and they are a 'Standard replacement part' it was agreed that they be permitted.

VOTE =	UNANIMOUS	CARRIED
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There was no other correspondence received.

4. VEHICLE CONSTRUCTION RULES & REGULATIONS.

a. Class 1

i. Experimental vehicles / Trials.

The CL 1 TL provided a brief update on situation.

25 active, 35 in total..

Feedback – Tyres size & Type. Maximum size is 155/70 x 13. No RB1 or Hakka II allowed.

Ride height. 1 vehicle found too low, now amended.

Shock absorbers – Bilsteions/Koni types not permitted. Standard replacement inserts only.

ECU checking – Method still under investigation.

NASA 1 – Micra – M. Empson SN600 – Exhibited at NEC. 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 - Competitive.

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

NASA 12 – VW Polo – R. Lethwaite SL2 - Racing.

NASA 15 – Yaris – P. Brookes - Racing.

NASA 20 – Yaris – D. Evans C20 - Racing.

NASA 22 – Micra – J. Brady - Racing.

NASA 30 – Saxo 1124 – Steve Mason SL30 - Construction on hold.

NASA 35 – Micra – Peter Devlin DA35 - Under construction.

NASA 37 – Micra – Jeff Hope-Davies C37 - Under construction.

NASA 40 – Micra – S. Tyrell PAC20 - Racing.

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 – Under construction. – **Incomplete paperwork.**

NASA 69 – Micra – Ian Marsh H69. - Racing.

NASA 73 – Micra – M. Wanstall IK3 - Under construction. On hold.

NASA 77 – Micra – Paul Rees PAC77 - Racing.

NASA 96 – Micra – Eamon Sheeny – Under construction.

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 - Under construction

NASA 121 – VW Polo – B. Seaward - Under construction

NASA 144 – Micra – J. Whitmore SP144 - Under construction

NASA 163 – Micra – R. Evans NW163 - Under construction

NASA 211 – Micra – Zoe Meakin SP211 – Racing.

NASA 811 – Reserved.

BASA 808 Micra – Bob Empson SN808 – Racing.

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***

ii. Mini Bottom Arms.

The NASA Chief Scrutineer & Mr M. Empson confirmed that the "Longer & Fatter" versions are not permitted. Maximum length = 260mm Eye to eye.

4b. Tyres. Update.

See item 5.a.i.

4c. Scrutineering

The NASA Chief Scrutineer raised the following items.

Roll Cages

The NASA Chief Scrutineer explained that there were still vehicles being found with roll cages & floor frames that were non-compliant with metal thickness rules.

The NASA Director explained that at the BAS meeting the ultrasonic tester had been used and thicknesses between 2.5 and 2.0mm had been found. The 2.0mm ones had not been allowed to race.

The NASA Chief Scrutineer explained that a 2.5mm bar can be between 2.5 and 2.3mm dependant upon where the measurement takes place.

The only guaranteed way to meet thickness rule is to use 2.6mm CDS tubing as used by some constructors.

Brief discussion including reference to holes/verniers/procedures.

The NASA Chief Scrutineer explained that measuring holes must be not only drilled into roll cages, but floor frame bars as well. The holes must be accessible for measuring via vernier.

Drivers to be in vehicle.

The NASA Chief Scrutineer explained that there is a requirement for all drivers of a particular vehicle to be present at scrutineering. This is to ensure that the person can operate brakes and foot controls correctly. Harness fit etc.

Driver access/egress - Medical

The NASA Chief Scrutineer confirmed that bars that caused obstruction for driver access and egress and also access by medical personnel must be removed.

Scrutineers must look at a vehicle's drivers compartment through 'Emergency access eyes', to judge the level of obstruction caused by any additional bars or say gear lever mountings.

Any additional bars must not prevent access. If necessary request driver to try to get out of vehicle via 'Passenger side' or side with obstructions.

Brief discussion followed. - The NASA Chief Scrutineer confirmed that he will check this at the next BAS round.

Beadlock bolt/fixings

The NASA Chief Scrutineer explained that there were new types on the market, but they had exposed threads that protruded out of the wheel. These must be fitted with dome nuts to cover the thread and remove the sharp edge.

Mini Front Panels

The NASA Chief Scrutineer explained that too much metal is being cut away on Mini Fronts. The indicator aperture must remain. Cutting beyond that towards the main grille was not permitted.

Also the front wings were being cut back too much. The diagram in the rule book shows the limits permitted.

Door Heights.

The NASA Chief Scrutineer confirmed that the doors must remain at correct sizes. The shortening at bottom to raise floor is not permitted.

Holes in panels.

The NASA Chief Scrutineer confirmed that cutting holes in vehicle sides, including doors was not permitted.

Side Skirts

The NASA Chief Scrutineer explained that side skirts joining onto wheel arches had become an issue on some vehicles and invited comments.

Brief discussion followed. - It was agreed that they remain and the situation monitored.

4d. Class 3

Axle & Gearbox location (EA League)

See item 5.b.ii.

4. e. Class 4,5,6,7. Eligible Vehicles, Construction & protection bars.

Eligible vehicles.

The NASA Chief Scrutineer explained that there had been several requests to permit vehicles that had a separate chassis. These were not permitted. However the rules permitted a bodyshell to be fitted to a floor frame & roll cage construction chassis. Thus causing an element of dispute. However for 2012 the wording in the rules was to be amended to clarify the situation and to name specifically excluded vehicles.

The Scrutineers Secretary explained that there were vehicles including some 4wd types that partially met rule requirements due to their original classification by manufacturer, but the stronger wording would help to prevent their use.

Note: Board of Directors confirmed acceptance of changes.

Construction/Protection

The NASA Chief Scrutineer explained that the rules regarding 5 & 7 rear engine cradle and ancillary protection and rear protection had been clarified previously.

Ancillary protection was permitted, however the sizes were limited. The original rules were mainly evolved from the time where Class 5 & 7 had mid mounted car engines rather than rear mounted. Now there seemed to be a slight conflict between rules 18.2 & 18.3. This will require a slight wording change to clarify further. He outlined the situation that had occurred at the recent BAS round.

General discussion followed including reference to photographs of vehicles, excessive bars used as ballast and or to enable a competitor brake testing any following vehicles without consequential damage to his/her vehicle.

It was agreed to amend wording in accordance with Chief Scrutineers wishes.

VOTE = UNANIMOUS CARRIED

Note: Board of Directors confirmed acceptance of changes.

Identification

The NASA Chief Scrutineer explained that a vehicle had identification that put the numbers first then letters. This did not comply with rule drawing showing letters then numbers. He invited comments.

It was agreed that the convention was letters first, then numbers as per drawing. The rule wording would be amended to match.

Note: Board of Directors confirmed that Identification on vehicle must match Licence Identification.

e.g. Licence = AAC 123 Car ID = AAC 123. Or Licence = 12 AC Car ID = 12 AC.

4. f. i. Special Fronts.

The NASA Chief Scrutineer expressed concern regarding the angle of the front of recently constructed specials. They had been built to the 30 degree rule. Most other existing specials had vertical or near vertical fronts. The angle still presented a risk to marshals etc.

A A3 sheets showing various angles from 10 to 30 degrees were passed around.

Following discussion it was agreed that the permitted angle be reduced to 15 degrees.

VOTE = UNANIMOUS CARRIED

4. f. ii. Special Fronts – Crumple zones/Nose cone.

CGTRO Rep. explained that there was concerns regarding the strong construction of special fronts. The front brace bars and side cross bars meant that if there was no nose cone fitted the energy forces from any heavy front impact and or sudden stop was transmitted through the chassis onto the driver. i.e. the chassis did not buckle and the driver is thrown forward within the harness with pressure on neck muscles.

The NASA Chief Scrutineer agreed with the scenario confirmed that scrutineers are to continue monitor, and asked that this be taken back to Leagues for discussion with a view of obtaining a solution acceptable to all.

c. Scrutineering of cars by League Chief Scrutineers prior to attendance at NAC's & signed by them.

The NASA Chief Scrutineer explained that the Pre-checking of vehicles would continue. However it is up to the individual Leagues to decide.

The pre-checking form was not a passport to "sail through scrutineering" straight into pits. The vehicles will still be checked on the day.

e. Rules Clarification requests from League Scrutineers.

Jnr Specials – Bilsteins / Konis.

Jnr Sp TL explained that some vehicles were being fitted with Bilsteins that had been re-valved. This could be seen via the fitting of an adjusting screw at the base of the unit. The original rules were that non adjustable units were to be used. Is this to continue?

The NASA Chief Scrutineer explained that in hindsight the permitting of Bilsteins had been an error, however adjustable units were not permitted.

Due to the mid season time he was prepared to permit these 'Modified' existing units until the end of the year, if room agreed.

It was agreed that from 2012 only 'One piece units without inserts be permitted'.

The NASA Chief Scrutineer confirmed that the wording would be amended to suit.

Note: Board of Directors confirmed acceptance of changes.

Electric Handbrake.

The NASA Chief Scrutineer explained that a Jnr Special had been found with an electric handbrake switch that operated a 'Dog' that stuck out into the front disc. When the switch was engaged the 'Dog' retracted allowing the vehicle to move forward.

This was being used on the start line as a 'Launch aid'. i.e The throttle was on with clutch out and dog engaged on startline. When the race start signal given the switch was immediately operated to disengage the 'Dog' the vehicle moved forward quicker than others.

Whilst this was against the spirit of the rules it was also a cause for concern if the electrics failed or switch operated whilst racing as then the dog would then suddenly re-engage and there was the potential to cause an accident/injury.

Such systems were prohibited and the system must be removed from any vehicle.

The NASA Chief Scrutineer confirmed that the brake rule wording would be amended to suit (For all classes).

Note: Board of Directors confirmed acceptance of changes.

5. DRAFT RULE CHANGES:

a.. Rules Change requests from League Scrutineers & Leagues.

i. Tyres – Any Road Legal Tyre (CGTRO).

The NASA Director explained that the NASA Board of Directors had decided upon a Tyre Policy to govern the tyre situation.

From 2012 Tyres are to be authorised via a Tyre Committee.

This committee also decides the tyre types, tread pattern shore hardness and lists of tyres permitted.

Tyres will be accepted only if they meet a preset criteria with respect to. Cost. Tread Pattern. Availability. Shore Hardness above 50.

Tyres to be submitted by. Tyre manufacturer. Tyre Supplier. Active NASA member.

Tyres to be re-authorized annually.

If re-authorisation not sought after 12 months it will remain on list for a further 12 months but highlighted and then if it is still not sought after a further 12 months will be deleted.

The reasons for this are:

Current situation too complicated and difficult to police.

A & B options do not provide equality for all.

60/65 shore is too close a difference.

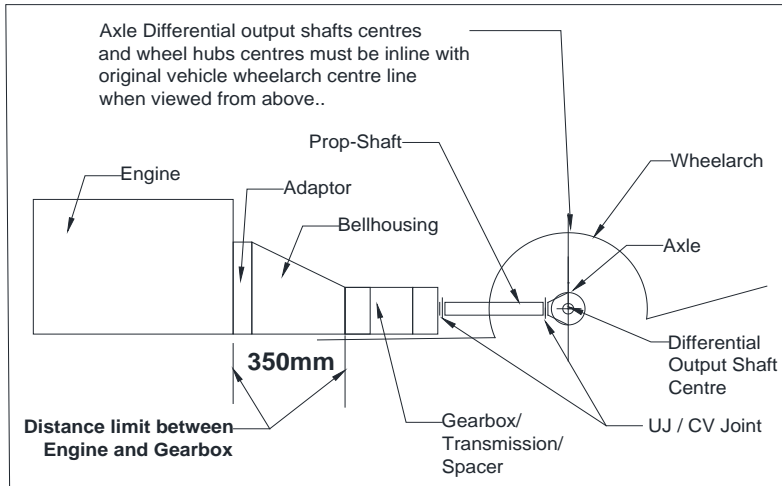
60 shore does not extend tyre life.

VOTE: FOR 13 AGAINST 2 CARRIED

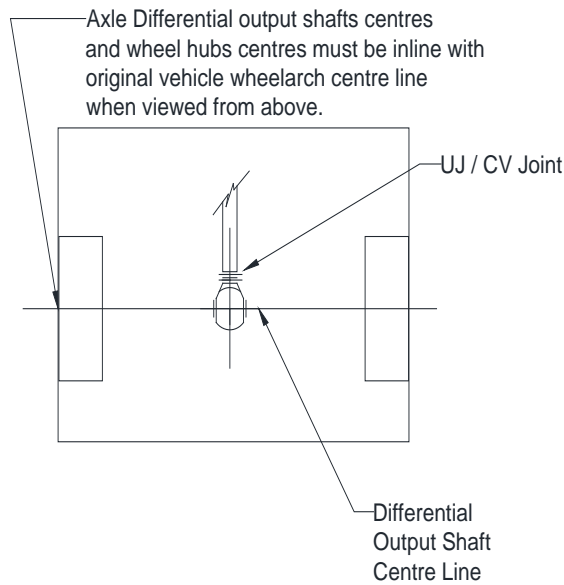
The NASA Chief Scrutineer confirmed that various measurements will be taken at the next BAS so that a definitive measurement can be confirmed. (300? / 350? / 400 / 450 ?).

The Scrutineers Secretary explained that the rule wordings and drawing would then be amended to suit.

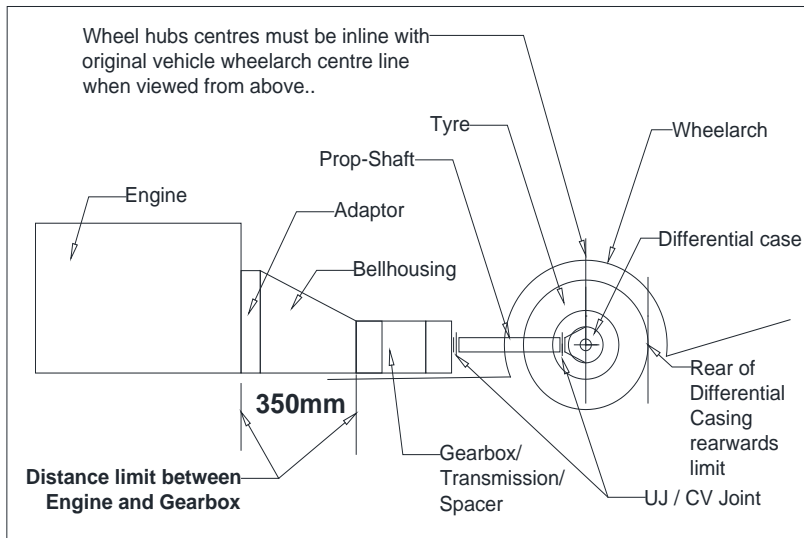
Note: Board of Directors confirmed acceptance of changes.



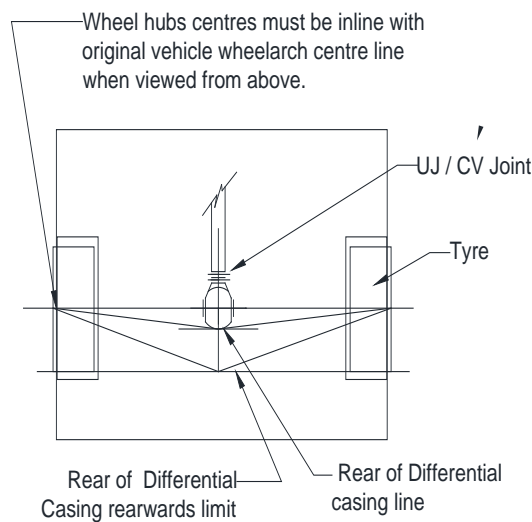
For 'Live' Rear Axles. i.e. (Non-Independant) Type Rear Axles



For 'Live' Rear Axles. i.e. (Non-Independant) Type Rear Axles



**For Independent Rear Axle
(Typical Sierra/BMW Type)**



**For Independent Rear Axle
(Typical Sierra/BMW Type)**

iii. Class 4, 5, 6, & 7 – Eligible Vehicles
See 4e discussions.

i.v. Class 4, 5, 6, & 7 – Rear Bodyshell

The NASA Chief Scrutineer enquired if there was further feedback from Leagues.

The NASA Chief Scrutineer and The Scrutineers Secretary explained including reference to parked vehicles viewed through room window that the differing heights of rear bodywork and rear bumpers meant that large areas of the rear of vehicles was unprotected once the rear bumper was removed.

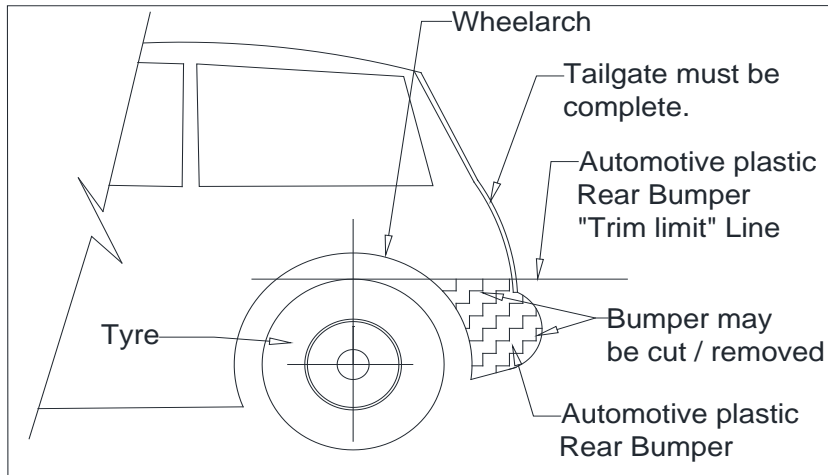
The current rule with a limit datum point of the centre of rear wheels was widely ignored by scrutineers and competitors. So was it time for a more realistic and enforceable datum point?

Following general discussion it was agreed that the top of the rear wheel/tyre was more in keeping with current vehicles to allow for suspension movement on track.

This is when vehicle is at rest, not whilst racing.

The NASA Chief Scrutineer confirmed that the wording would be amended to suit.

Note: Board of Directors confirmed acceptance of changes.



Rear Bumper - Automotive Plastic Type Permitted trim limit.

c. Rule change requests from NASA Directors

Tyres – See 5a.

6. ANY OTHER BUSINESS:

Director responsibility change.

NASA Director in charge of Scrutineering is now Mr L. Bowen.

Class 2 – Front Suspension.

C12 TL .enquired if the rules regarding the use of adjustable platforms can be amended to allow them.

The NASA Chief Scrutineer invited comments.

General discussion followed including reference to costs of units currently in use – Some allegedly £900 a pair. Is there still a need to prohibit as suspension technology has moved on and units at reasonable cost are available as direct fit replacement units.

Agreed that remote reservoir types to be prohibited and wedging to be as current rules..

PROPOSED: WW

SECONDED: WML

That the use of adjustable platform units be permitted.

VOTE: FOR 14 AGAINST 1 CARRIED

Note: Board of Directors confirmed acceptance of changes.

Safety Harness fixings.

The Glos rep. enquired if it was permitted to bolt on a clip on harness mounting? i.e. a clip on type had been fitted via a bolt instead of being clipped onto a correct mounting ring bolt. The vehicle concerned had not raced in his League since, but raced elsewhere.

The NASA Chief Scrutineer confirmed that this was not permitted. Mountings must be correct in accordance with manufacturer's recommendations. The vehicle concerned G2D must be checked and prevented from racing if the mounting is not correct.

Class 1 – Parts examined for compliance.

Mini spacer – Examined and deemed non-compliant.

Distributor vacuum advance - Examined and deemed non-compliant – Retained.

2 No exhaust manifolds. Examined and deemed non-compliant – Retained.

Meeting Closed 3.30 pm

N.B. REMINDERS:

1. Next Meeting:

2. Rule Book & Licence.

All members must be accompanied by their Rule Book and Licence at all times at a race meeting.

Both the members Rule Book and Licence must be presented at “Scrutineering” and “Signing on”

There must be a photograph of the member placed on the Licence.

4. JUNIORS - Rule Book & Licence.

All Junior Drivers must be accompanied by their Letter/Form of consent to race and Rule Book and Licence at all times at a race meeting.

The Letter/Form of Consent, Rule Book and Licence must be presented at “Scrutineering” and “Signing on”

There must be a photograph of the member placed on the Licence.

“Orange” “Official” scrutineers jackets

Not all “orange” “official” scrutineers jackets have been returned to Mr G. Jones following the National Championships. Could they please be returned as soon as possible.

These jackets are intended for use at the National Championship Meetings only.

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

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

2011 National Autograss Championships

Scrutineering times:
(All to be confirmed)

FRIDAY: Noise Testing	2.00p.m -- 7.30 p.m.
FRIDAY: Scrutineering	2.00 p.m. -- 8.00 p.m.
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)

2011 Ladies & Junior National Autograss Championships

Scrutineering times:
(All to be confirmed)

FRIDAY: Noise Testing	2.00 p.m. -- 7.30 p.m.
FRIDAY: Scrutineering	2.00 p.m. -- 8.00 p.m.
SATURDAY: Noise Testing	7.00 a.m. -- 8.00 a.m.
SATURDAY: Scrutineering	7.00 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.

2011 NATIONAL AUTOGRASS CHAMPIONSHIPS

Not discussed at meeting, but included for information.
The following is what is generally required at the NAC's.

The independent measurers for post final checking of vehicles, which should be available from 4.00pm to 12 Midnight on Sunday.

NAC:- Host League & NASA Officials.

Ladies & Junior NAC:- Host League & NASA Officials

They will only measure and provide figures, actual engine cc is to be calculated by NASA Scrutineering Officials.

Also they will not necessarily measure the bore/stroke etc. of every vehicle, due to number of vehicles to be checked and short period of time available some measuring will be done by NASA Scrutineers, in the event of a dispute the independent measurer can check measurements taken by NASA Scrutineers. There is a temperature gauge available to obtain the temperature of the measured parts if necessary.

b). Scrutineering system

As outlined in the NAC File with must be adhered to. Formal pre-checking of vehicles introduced.

For the Men's NAC:- 10 lanes are required, one per class - each lane to be 10 ft wide.

For the Ladies & Jnr NAC:- - Each scrutineering lane to be 10 ft wide and depending on the number of vehicles entered some classes may share lanes i.e. 2 Class 1 lanes, Class 2, Class 3 & 7, Class 4,5, & 6, Classes 8,9, & 10.

Where a vehicle is shared both drivers must be with vehicle when it is scrutineered. e.g. Class 1 Jnr. & Lady driver's. This to ensure the safety harness, crash helmet, seat, headrest etc. properly fit both driver's.

Both drivers must undergo a brake test.

Ambulance/First aid facilities to be available from start of scrutineering in case of injury/accidents in check lanes.

Scrutineering PASS stickers (pre-adhesived) for vehicles must be provided by host League, they are to be as NASA approved design and delivered to Scrutineers Secretary well in advance of start of scrutineering at each NAC.

Scrutineering cannot begin until the stickers are available for use by the scrutineers.

Host League scrutineers responsible for 1st safety check lane, under the control of Host League Chief Scrutineer.

Host League C. Scrutineer to be available at all times, with a league rep available to liaise as required throughout the meeting.

NASA scrutineers responsible for 2nd general check lanes, with National Scrutineers for lanes 1 - 5, and responsible for lanes 6 - 10, with The NASA Chief Scrutineer in overall charge.

If any Scrutineer has a query the first contact is the National Scrutineer for the class involved, if answer cannot be given/agreed The NASA Chief Scrutineer will be contacted to give final ruling.

Scrutineering System - for Friday/Saturday checks the driver will be given the form at Bay 1 – Brake and safety checks. Scrutineers sign form state if passed/failed. If passed driver will present to Bay 2 scrutineer. Scrutineers checks vehicle. Once driver have been given a “Pass” the ‘Bay 1 & 2’ form is handed to signing on person.

If the driver looses the form then the vehicle will be completely re-scrutineered.

Sunday. If the vehicle is to be re-scrutineered for any reason then a new form will filled in accordingly and the vehicle re-checked using that form.

Host League to provide a 'signing on' marshal at end of each 2nd check lanes. Also, each 'signing on' marshal to be provided (by Host League) with a suitable clipboard, pen, and container/plastic bag for scrutineering forms.

All 'Bay 1 & 2' scrutineering forms to be returned to Scrutineers Secretary after scrutineering ceases on each day.

If inclement weather forecasted then it is recommended that end of 2nd check lanes to be provided with waterproof covering. e.g. scaffolding and tarpaulin cover.

All 2nd check lanes shared i.e. not wholly manned by scrutineers from same league.

Scrutineers cannot check their qualified class, or that of their partner/child, if they or their partner/child is racing at the NAC's.

Driver to be in race trim i.e. with overalls, helmet on, vehicles to be without tools, spare wheels, jacks, etc.

VEHICLE IDENTIFICATION CLUB LETTERS & NUMBERS TO BE PLAIN BLACK ON WHITE PANEL - AS SHOWN ON DIAGRAM IN RULE BOOK.

(Club letters first. No shading, blocking, outlining, leaning, “Stock Car” styling, etc.)

When dealing with drivers etc. all scrutineers must try to be as tactful and as helpful as possible.

If a driver is abusive, scrutineers can refuse to check his/her vehicle and the driver will be reported for disciplinary action by NASA.

Vehicles in doubt to be directed to one side, to prevent build up of queues etc.

Marshals (minimum 10 No.) required from Host League to keep out Mechanics, Drivers family, friends, children and all other spectators etc.

RESERVE vehicles may be scrutineered on the Friday evening.

reserve vehicles will be scrutineered, then directed to a separate holding area until they are informed whether they are required, Drivers are advised to stay with their vehicles.

Substitute vehicles must have the correct form with them otherwise they cannot be scrutineered. **SUBSTITUTE vehicles may be scrutineered on the Friday.**

Substitute vehicles will be directed to the pits.

Refreshments must be available to scrutineers from start of scrutineering, on Friday eve up to and including the end of Post Race scrutineering on Sunday evening.

Scrutineers will be given passes etc. Host League C. Scrutineers to check arrangements for refunds etc. to Officials at each NAC. NAC treasurers to liaise with Scrutineers Secretary regarding numbers of scrutineers eligible for refund.

N.B. : All Scrutineers must pay the race meeting entry charges, unless they are given complementary tickets. Men's NAC: Scrutineers who "work" on Friday afternoon/eve only and disappear for rest of NAC's will not be eligible for refund.

Separate camping will be provided for Officials including scrutineers, to allow minimum disturbance to other campers etc.
Camping site open : Ladies/Jnr NAC: **Wednesday** to **Tuesday**
NAC: **Thursday** to **Thursday**

Host Leagues to confirm Officials camping areas & dates/times to all NASA Leagues etc.

The pits/vehicle storage areas:

These will be patrolled during the nights. For vehicles not racing at the Men's NAC's but racing locally after Men's NAC's a separate compound may be made available for storage, such vehicles will not be permitted to be stored in campsite. ---- Host League C. Scrutineer/L. Chairman to confirm & advise.

Scrutineers own vehicles to be given priority at scrutineering, as this will release them for scrutineering duties as soon as possible, otherwise unnecessary delays may occur.

Scrutineers vehicles will be checked by The NASA Chief Scrutineer and National Scrutineers.

All vehicles will have raced and therefore should be legal. Vehicles with major faults should not have qualified.
Scrutineers to check qualified vehicles before the NAC's & ensure that defects were fixed.

Should any vehicle fail completely to pass Pre - Race scrutineering all defects must be listed in both the Licence and Rule Book of the driver, this will prevent such vehicles racing until faults corrected.

The welding bay costs must be on display, e.g. cost per foot of metal, etc. and will be reasonable.

Class 2 restrictors will be paint sealed at pre-race scrutineering.

Post Race Scrutineering:

Ambulance/First aid facilities to be available in case of injury/accidents in scrutineering area.

Marshals to be provided by host league to keep spectators etc. out of scrutineering areas.

Badges will be provided for post race scrutineering, in order to identify those people that are entitled to be there, all others will be told to leave the checking area.

Marquee will be provided for scrutineers, with tables & chairs and plywood floor etc.

Following to be provided:-

Engine hoist - 2 No to be provided by host league.
Sturdy Benches for engines.
Lighting for evening use.
Containers/boxes required for waste oil, parts etc.
Rags etc. to be provided.

A few tools to be provided by host league.

All must be marked as property of host league to prevent them going "missing". Some items have disappeared at previous NAC's. i.e.

- | | | |
|--------------------------|------------------------------------|-------------------------|
| a) Mini flywheel puller. | b) 2 No. Valve spring compressors. | c) Spark plug spanners. |
| d) Hammer. | e) Set Screwdrivers | f) Set Metric spanners. |
| g) Set AF spanners. | h). 32mm socket for Mini. | |

Scrutineers to keep vehicles under observation; - to prevent drivers altering/removing illegal items. etc.

Independent measurer - provided by Host league. - see earlier discussion.

Strip downs - Depending on time available, type of engines and weather conditions etc.

All finalists in class 1

All finalists in Class 2 will have their restrictors checked and bore/stroke & Palgrave check as required.

If conditions and time etc caused the all Class 2 Finalists to be not checked the remainder will be sealed

First and Second in class 4, 5, 8 will have bore/stroke check.

Second in the above classes is checked as a precaution in case the first place vehicle is found not to comply with the cc rules.

First in Class 3, 6, 7, 9,10. depending on types of engines.

The principal Class Scrutineers must be with the respective class vehicles during post race scrutineering.

N.B. Vehicle driver & mechanic to provide own tools(including any specialist tools required) and remove items as directed by scrutineers. Vehicles must be checked prior to removal from race meeting, otherwise any prizes etc. will be forfeited. Abuse from Driver/mechanic, families, club/league officials will be noted and passed on to NASA Directors for disciplinary action. If a driver/mechanic persists in being abusive the Scrutineering Officials can refuse to proceed with the check, and the vehicle will be deemed illegal, and all prizes forfeit.

There may be NASA Directors in the area to observe, in order that they glean a clear picture of events to assist them in making decisions should any vehicle be reported to them for irregularities, and if there are any appeals.

Should any vehicle fail Post - Race scrutineering all defects must also be listed in both the Licence and Rule Book of the driver, this will prevent such vehicles racing until faults corrected(see also reference to form VL1).
All scrutineers etc; to emphasise the above to qualified drivers in own leagues.

The same system of post race scrutineering forms would be used as in previous years.
This involved the issue of various forms to the drivers of vehicles attending post race scrutineering.

Form D1:

Will be issued to drivers of vehicles found not to comply with rules, listing faults and stating that vehicle cannot be raced again until it complies with rules.

Racing under appeal"

It was explained that there is no such thing as 'Racing under appeal', if a vehicle has been reported for failing post race scrutineering then it **CANNOT** race at **ANY** race meeting until the defects have been corrected, and form VL1 filled in.

Form VL1

Will be issued with form D1, to be filled in by local League Chief Scrutineer once vehicle has been checked and found to comply with rules.
There is a tear off strip at bottom of form to be returned to Scrutineers Secretary for information.

The remaining part of the form to be retained by the driver and kept with his licence to be produced at scrutineering every time the vehicle is raced until the end of the year.

(This to prove to others that any faults found have been corrected to prevent the driver being "victimised" at race meetings following the NAC's)

Form AP1

Will be issued with form D1 and VL1 should the driver wish to appeal, to be returned to NASA Secretary within 14 days.

Copies of any of the above issued at the NAC's will be passed to NASA Secretary and Local League Chairmen etc.

Form CL1.

For legal vehicles, drivers will be given this form for claiming oil allowance and cost of gaskets.
To be returned to NASA Secretary complete with receipt for gaskets.

**N.B. The gasket costs will only be paid for vehicles stripped on the day on the field.
Up to a maximum of : Class 1 & 2 £25, Class 3 - 10 £35 .**

Where a driver insists on having the engine checked at the vehicle's owners garage/engine builders premises, the driver must pay in advance the NASA approved scrutineers travelling costs, at the NASA approved rate per mile.

This check must be done within 14 days of the NAC concerned.

If the driver refuses to pay, the vehicle will be deemed as being illegal and all prizes forfeit.

The driver may subject to the NASA Directors and the NASA Chief Scrutineer's approval, be checked at the NASA approved scrutineers premises.

CLASS SCRUTINEERS:

Orange Officials Jackets:

Any jackets "borrowed" at previous years NAC's be returned at this years NAC's please. Some have been seen in use at various League Open meetings.
Leagues will be charged for them if not returned.

A letter is sent in April/May to each League Chief Scrutineer requesting names, for duties at the NAC's.

Scrutineering:

MEN'S	(All to be confirmed)	LADIES & JUNIOR	(All to be confirmed)
FRIDAY: Noise Testing	3.00 pm – 7.30 p.m.	FRIDAY: Noise Testing	2.00 pm – 7.30 p.m.
FRIDAY: Scrutineering	3.00 pm – 8.00 p.m.	FRIDAY: Scrutineering	2.00 pm – 8.00 p.m.
SATURDAY: Noise Testing	7.30 am – 8.30 am	SATURDAY: Noise Testing	7.00 am – 8.00 am
SATURDAY: Scrutineering	7.30 am – 9.00 am	SATURDAY: Scrutineering	7.00 am – 8.00 am
SUNDAY: Noise Testing	As required	SUNDAY: Noise Testing	As required
SUNDAY: Scrutineering	8.30 am – 9.00 am (Repaired vehicles only)	SUNDAY: Scrutineering	8.30 am – 9.00 am (Repaired vehicles only)

Each Scrutineer will be given award to commemorate work at NAC's

Bay 1: Host League members: Host Leagues to forward list of names a.s.a.p.

Minimum 2 per lane = 20 Scrutineers
 10 Marshals
 Total = 30

Bay 2 : CLASS SCRUTINEERS LIST PROVISIONAL

CLASS	<u>MEN'S</u>		<u>LADIES & JNR</u>	
	SCRUTINEER	CLUB/LEAGUE	SCRUTINEER	CLUB/LEAGUE
1	J. Davis	TD	J. Davis	TD
	M. Empson	SN	M. Empson	SN
	M. Lane	M	M. Lane	M
2	V. Wallis	SS	V. Wallis	SS
	M. Bevans	WW	M. Bevans	WW
	M. Uka	Pac	M. Uka Pac	
3	J. Mason	BH	J. Mason	BH
	R. Lillington	S	R. Lillington	S
	Dave Digby	E. ANGLIA	Dave Digby	E. ANGLIA
4	I Fay	WS	I. Fay	WS
	R. Simmonds	Lee	R. Simmonds	Lee
	A. N Other		A. N Other	
5	K Jones	SW	K Jones	SWL
	C. Marks	SW	C. Marks	SWL
	N. Lewis	Pac	N. Lewis	Pac
6	M. James	Cm	M. James	CM
	M. Jackson	E	M. Jackson	E
	J Knipe	CGTRO	J Knipe	CGTRO
7	D. Creed	G	D. Creed	G
	K. Bowman	Ca	K. Bowman	Ca
	S. Thomas	Pac	S. Thomas	Pac
8	S. Walford	M	S. Walford	M
	J. Napier	Wsx	J. Napier	Wsx
	M. Parsley	Wsx	M. Parsley	Wsx
9	N. Reed	SW	N. Reed	SWL
	G. Bennetto	GLOS	G. Bennetto	GLOS
	G. Pemberton	CA	G. Pemberton	CA
10	N. Drury		N. Drury	
	D. Neville	Ca	D. Neville	Ca
	A Cooper	SC	A Cooper	SC
11	L. Daniels	Y	L. Daniels	Y
	B. Walker	Y	B. Walker	Y
	A. N Other		A.N. Other	
12	Geneg Makar	ST/CGTRO	J. Davis	YD
	L. Makar	ST/CGTRO	A.N. Other	
	A.N. Other		A.N. Other	
13	A.N. Other		R. Hazard	S/CGTRO
	R. Hazard	S/CGTRO	T. Allen	EM
	T. Allen	EM	A.N. Other	
14	A.N. Other		A.N. Other	
	A.N. Other		A.N. Other	
	A.N. Other		A.N. Other	

Other Scrutineers are required to replace 'A.N. Other' and welcome to turn up on day & volunteer.

Note.

Scrutineers to remain within allocated lanes. They must not congregate around vehicles in neighbouring lanes. This may give a mistaken impression that the vehicles are illegal when they are not.

ROLL CAGES :- Random checks to be done in Bay 2

ROLL CAGE checks to be random as it is not practical to check every bar on every roll cage. Also local scrutineers should have already checked them.

The list is provisional, there will be a meeting of scrutineers at approx. 2.30 p.m. on Friday eve to confirm class allocation, as not all scrutineers listed may be available.

If any other scrutineers not mentioned wish to help at the NAC's then would they please contact Scrutineers Secretary as soon as possible.

Class 2:

All restrictors will be paint sealed in Bay 2. The seals cannot be broken without the presence of a Class 2 Scrutineer. If a seal is found to be broken without authorisation then the vehicle will immediately be disqualified from the NAC.

Duty Scrutineers:

There will be two scrutineers on duty at all time during the NAC's, to re-scrutineer vehicles following accidents, roll over's etc. They will be picked for a 2 hourly shift basis on each day.

De brief Meeting:

After each scrutineering session there will be a short meeting of scrutineers to discuss problems etc. at the NAC's.

Startline:

As each Class is in the starting bay area, there will be the Class scrutineers available to ensure that helmets, and safety harnesses are a good fit on the driver, and to check that the vehicles have not been subject to an illegal modification to gain advantage etc. e.g. removal of silencers. Scrutineers whose Class is not in the areas must not congregate in the Startline areas.

Repairs to vehicles cannot be done in Startline area.

Host League to ensure that there are enough Startline personnel to line up vehicles etc. in the past scrutineers have often ended up doing it.

Re-run lane: Repairs to vehicles:

The Chief Marshal agrees repairs will only be done in the re-run lane, within his specified time limit. Only Driver and 1 Mechanic allowed. If the vehicle is not ready then the re-run will continue without affected vehicle. Also any vehicle needing major repairs as a result of taking part in a race must be re-scrutineered following repair and before being permitted to enter re-run or any other race.

NOISE:-

Person responsible for noise testing is to be confirmed. A team of approx. 5 helpers is required for the NAC's.

Noise tests will be carried out.

There will also be random noise tests upon vehicles during the race meeting.

There will be no tolerance on the NASA set noise level of 102 dBA.

It was pointed out that at previous NAC's certain drivers had altered their exhausts after passing the noise test but prior to a race to remove or amend modifications necessary to pass the noise tests.

ANY DRIVER DOING THIS WILL BE IMMEDIATELY DISQUALIFIED FROM THE RACE HEAT or FINAL CONCERNED.

Also the chief marshal may request a noise check for certain vehicles as they leave the race track to enter the pits. If they are found to be above the noise limit they will be disqualified from that race.

To ensure that there are no failures due to excessive noise it is recommended that vehicles are tested at local level, any vehicles found to be on the limit are encouraged to increase the amount silencing fitted.

NOISE:

- i. Recommended that all start line scrutineers/personnel wear ear defenders/ear plugs as the noise levels can be above a limit of 90 dBA/per hour, which if a person is continually exposed to may cause permanent hearing damage.
- ii. Classes 8 and 10 particularly motorbike engined vehicles have been found to be close to or above the limits, the original bike engine silencer is not always sufficient to ensure compliance with noise limit. This to be drawn to the attention of the vehicles driver's.

HEADRESTRAINTS:

- i. Particular attention will be paid to headrests for all vehicles, please ensure compliance to rules for all vehicles, including those fitted with high back competition type seats. The headrest of such seats is not always high enough and an additional headrest may need to be fitted, this is easier to do at home, rather than in a panic at the NAC's.

NOTE. The previous practise of allowing temporary modifications to enable headrests to comply will no longer be permitted.

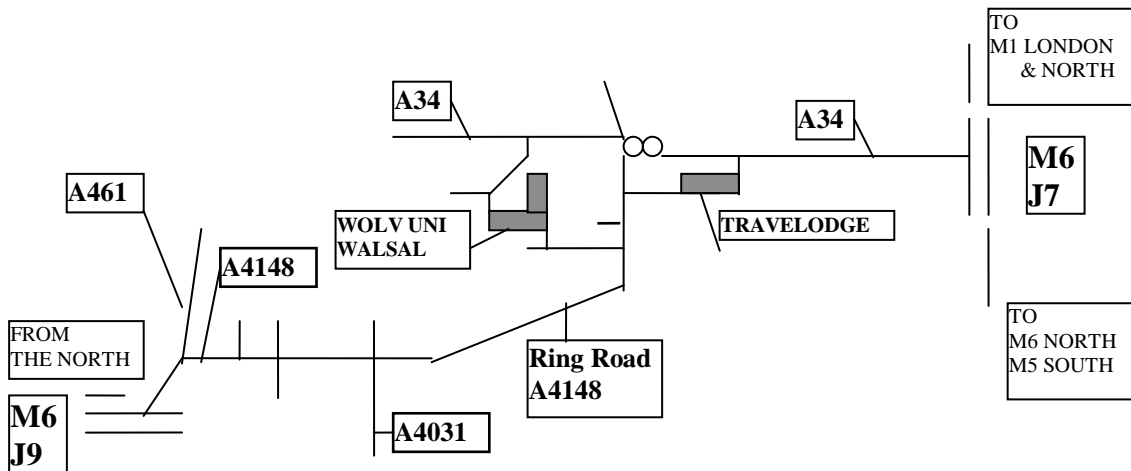
1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2011 Edition Rule Books.
2. For future reference: **WANTED:**
Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
- 3 **FUTURE MEETINGS: 11 a.m.**
Travelodge, Birmingham Road, Walsall WS5 3AB

SATURDAY

8 October 2011

2012 Rules - Confirmation

NASA AGM 27 November 2011



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

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

You are advised to bring your own refreshments.

The travelodge has a NO-SMOKING rule.

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

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