



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING

REF: S1SUM02/10

SUNDAY, 21st FEBRUARY 2010

MEETING SUMMARY

League Represented	Ref 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
Y	18	KENT
Y	07	MIDLAND AP
Y	09	NORTH WESTERN
*	21	NORTHERN IRELAND
*	10	NORTH YORKSHIRE
Y	15	SHROPSHIRE AA
Y	04	SOUTH WALES
Y	19	THE DALES
Y	05	SOUTHERN
*	23	IRELAND
Y	03	WESTERN ASA
Y	13	WEST WALES
Y	06	WEST MIDLANDS
Y	22	WILTSHIRE
*	12	YORKSHIRE

Also Present

NASA Chief Scrutineer
NASA National Scrutineer/Scrutineering Assistant (2 Off)
NASA Directors (3 Off)
NASA Scrutineers Secretary

**ASSOCIATION OF
AUTHORISING
BODIES**

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1. INTRODUCTION

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

As a mark of respect a minute silence was then observed by all in memory of Mr M. Rangecroft former NASA Chief Scrutineer.

The following is the base from which decisions were to be made at the Scrutineers Committee meetings: -

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

Scrutineers must comply with the following:

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

2. a) ELECTION OF NATIONAL SCRUTINEERS.

Mr S. Rawsthorne (N) and Mr O. Howell (WASA) were appointed as 2010 NASA National Scrutineers.

b) ELECTION OF NASA ASSISTANT SCRUTINEER TEAM LEADERS.

Mr Mark Empson - duly appointed as the 2010 NASA Team Leader Class 1.

Mr M. Bevan - duly appointed as the 2010 NASA 'Team Leader – Class 2.'

Mr D. Digby - duly appointed as the 2010 NASA 'Team Leader – Class 3 & 7.

Mr J. Knipe - duly appointed as the 2010 NASA 'Team Leader – Class 4,5, & 6.

(Mr Knipe will not be available for 2010 NAC)

Mr R. Hazard - duly appointed as the 2010 NASA 'Team Leader – Class 8, 9, & 10.

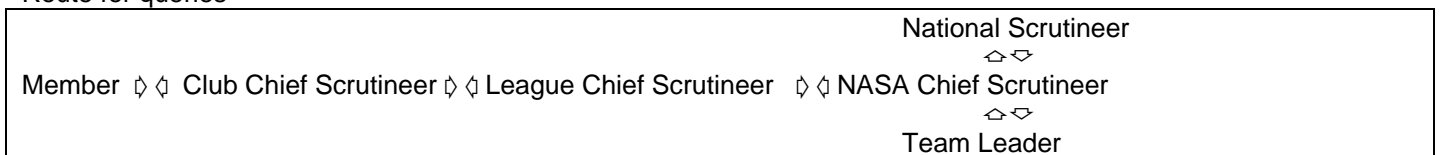
Mr A. Taylor - duly appointed as the 2010 NASA 'Team Leader – Junior Specials.

(Mr Shaun Smith (WML) to assist at L & J NAC.)

Not discussed at meeting but included for reference:

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

Route for queries



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

c) ELECTION OF NASA NOISE TESTER.

Mr Gheneq Makar - duly appointed as the 2010 NASA NAC Noise Tester.

3. MINUTES OF PREVIOUS MEETING 10/10/09 and MATTERS ARISING:

Page 1. - Seats

Not available at meeting: Extract from Kirkey website outlining conditions of sale of their products.

"KIRKEY RACING FABRICATION, INC. manufactured and/or distributed the enclosed components for use on vehicles designed and built by persons not associated or controlled by KIRKEY RACING FABRICATION, INC. No specific use is recommended, intended or contemplated. Because some environments may subject components to severe stress, and because components are affected by many forces beyond the forcibility and control of KIRKEY RACING FABRICATION, INC., these products are sold WITHOUT WARRANTY EXPRESSED OF MERCHANTABILITY OR OF FITNESS FOR ANY PURPOSE. NO WARRANTY EXPRESSED OR IMPLIED ACCOMPANIES THESE PRODUCTS AND THE PURCHASER AND/OR USER, HAVING INSPECTED THESE COMPONENTS, MAKES THE SOLE DETERMINATION OF THEIR SUITABILITY FOR USE IN AN APPLICATION OF HIS OR HER OWN DESIGN. By the installation of these components, the user or installer assumes all risks of damage, injury or death."

NASA Chief Scrutineer confirmed that the use of sectional seats or seats with component parts not joined together, was not permitted.

A particular seat had to incorporate all the items described by the rules. The seat must be fit for purpose.

Page 1. – Door Bars - Class 3 Only

NASA Chief Scrutineer confirmed that provided the driver remained to the right of the tunnel a single door bar may be fitted to the nearside.

Page 3. Experimental Vehicles.

NASA Chief Scrutineer confirmed that for any experimental vehicle the situation is that the vehicle is constructed and raced at the constructors/competitors own cost and risk. It is purely a trial. There is no absolute guarantee that once the experiment ceases the vehicle will be adopted for use in the class concerned. The vehicle may be required to be used in another class if the competitor wished to continue to race the vehicle.

The vehicles may be used at the BAS race meetings. They are not permitted to be used at the National Championships or to qualify. To date he believed that there were 4 different types of vehicles.

Anyone wishing to take part must contact Mr M. Empson for the regulations etc.

NASA Chief Scrutineer confirmed the Board had agreed the inclusion of the 1100 engined vehicle.

Note. For any experimental vehicle if the trial shows that the vehicle is "running away" with the class i.e. is too competitive, the experiment guidelines allow any vehicle to be given further restrictions or excluded at anytime.

Page 4. Battery Boxes.

NASA Chief Scrutineer confirmed that the size not volume would be the deciding factor. The measurements listed in the rules are the maximum figures. Boxes could be smaller. All batteries must be "wired" and "electrically in use". One battery could be used.

It is not permitted to fit a 2nd battery that is not "electrically in use" for ballast or other purposes.

Note. The battery box fixings must be fit for purpose i.e. only using 2 x 6 mm bolts to hold the box in is not sufficient.

4. CORRESPONDENCE:

1. MAP League

- a. Balancing Class 1 – Concerned that changes to rule for drilling only had been done without reference to this committee.
- b. Class 3 – The NASA website posts indicate that discussions have already taken place and the changes agreed. Is this so?
- c. Class 456 rear bumper/tailgate – The rear hub centreline is impractical for certain vehicles. Why has this been added without reference to this committee?

NASA Chief Scrutineer confirmed explained that the items would be dealt with later in meeting.

2. North Western - Ballast

The League wish to propose that a controlled method of ballast be introduced. This would be a chassis tuning id and also compensate when two drivers of different stature drive a vehicle at the same race meeting. Maximum 15Kg. minimum fixing 2 x 10mm bolts. A drawing is also required in the rules.

Also if rule introduced a disciplinary procedure be introduced for non compliance.

NASA Chief Scrutineer confirmed that the ballast situation had changed in that there was now seemingly support for the use of ballast as a chassis tuning measure.

General discussion including reference to a sketch showing a proposed method of fixing. Previously included drawing in rule book that had been widely ignored by constructors and hence removed. Maximum weights. Size and design of ballast. Location point adjacent to non driven wheels?

PROPOSED: Mr P. Cooper (NW)

SECONDED: Mr D. Digby (EA)

That the use of controlled ballast be permitted.

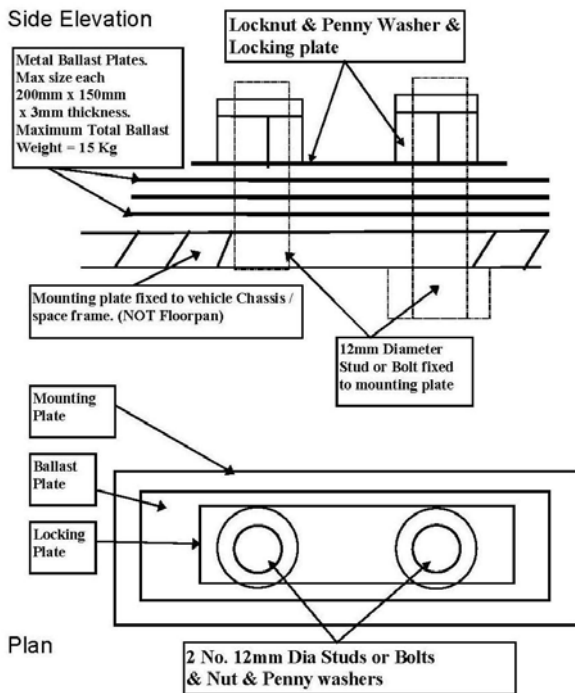
UNANIMOUS

Scrutineers Secretary to produce drawing for approval/issue.

NASA Chief Scrutineer confirmed explained that the ballast proposals would be put to the board.

Draft Drawing Not to be used until approval from Board given.

BALLAST



3. N. Wales – Class 2 – Ford KA

A competitor wished to use a 1297cc Duratec (A9A/A9B) 8v engine version of the Ford KA. The F. I. engine could be converted to carburettor.

NASA Chief Scrutineer confirmed that as it had been produced after 2001 it was not eligible at present for Class 2. An offer to run the vehicle as an experimental vehicle had been made but had not been approved by Directors. To allow this vehicle would mean a rule change and or producing a specific list of post 2000 vehicles.

He requested that this be discussed at local level for next meeting with a view to changing the rules if people so wished.

No other correspondence received.

5. JANUARY 2010 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

Sets of the Rule Books issued to scrutineers.

NASA Chief Scrutineer confirmed the current situation regarding the rules including procedures for revisions and formation (drafts previously being produced for approval before printing). He also outlined his perception of the discussions at the recent Directors meeting and his and this committee's relationships with the Board.

Discussion followed including reference to moving sport forward. Encouraging of use of newer vehicles. Complexity of rules sometimes necessary to cover large diversity of classes and vehicles used and to ensure that the correct interpretation was gained from the wording. Concerns that rules were allegedly being influenced formulated and policed by "engine builders" and others with "vested interests" and "own agenda's". Also rules & alleged new rule books being created and decided upon without any reference to this committee.

The Director present confirmed that for class rules such as Class 3 only minor changes to rules are required and all will be put to this committee for discussion and agreement. There was no intention to by-pass the committee.

a. Balancing – Class 1.

The NASA Chief Scrutineer outlined the situation regarding the change of the wording in the 2010 edition Rule Book. It had been agreed at the Board meeting that the "drilling only" requirement be amended to allow drilling and or grinding. (For Mini vehicles grinding was the method used by Leyland/Rover at the factory).

Drilling requirement does not give permission to drill a vast number of holes under the guise of balancing. There is a limit on the number of holes that can be drilled. Too many holes equates to lightening which is not permitted.

For any crankshaft 1 web must remain as per factory spec i.e. untouched by additional grinding and or any drilling. A selection of crankshafts, rods & pistons that had been balanced were exhibited. Some "legal" others "illegal" according to new 2010 rules & guidelines.

b. Noise

NASA Chief Scrutineer confirmed that noise testing is mandatory. It must take place. If vehicles are too noisy then they must not race. Failure to deal with this at local level results in difficulties when competitors race at other leagues/clubs and is then found to be too noisy.

It was noted that councils and venue "neighbours" are become more active in noise prevention and dealing with noise complaints hence and many clubs are in danger of potential enforcement action. The noise testing procedures and rules help to protect clubs and prove that they and the governing body - NASA are being pro-active in noise /disturbance prevention.

It is also noted that some councils are beginning to look at sporting events in their areas with a view to raise revenue by various methods. This needs consideration by the Board and all involved in the sport as it may place further restrictions on the sport.

c. National Championships – Pre-scrutineering.

NASA Chief Scrutineer confirmed that all vehicles must be scrutineered at every race meeting. There is no "fast track" method of scrutineering. In 2009 several vehicles that had been issued with a Pre-Scrutineering form and given a "pass" at their own League were regrettably found to be incorrect at the National Championships.

The Director present confirmed that the National Championships are raced under the same rules as apply at all race meetings. Competitors racing "Wrong" vehicles affect safety and insurance requirements. Every competitor is therefore encouraged to ensure that their vehicle complies with the rules.

NASA Chief Scrutineer confirmed that all Leagues should be encouraged to check the top 4 vehicles (League/Club Trophy winners) in each class at the end of every season. This would help to police the classes.

Brief discussion including reference to scrutineering experiences at the NAC's, BAS etc; Safety and insurance.

NASA Chief Scrutineer confirmed that the pre-check sheets will again be issued. However all vehicles will also be scrutineered on the day.

d. Class 4,5,6 & 7. - Silhouette

NASA Chief Scrutineer explained that the situation had arisen from some vehicles being permitted to race with not only the rear bumper removed, but also most of the tailgate below the rear window aperture.

It was explained that the matter had been discussed several times at this committee in the past. The silhouette rules as was did not make provision for removal of any part of the vehicle including the rear bumper. It also prevented trimming of the bumper. (Photograph of vehicles passed around for inspection). Therefore it was possible for a vehicle to be successfully protested despite it having been allowed to race previously on non silhouette compliance rules. The additional wording gave permission for the trimming of the bumper to an agreed datum. The datum had had to be a generic one due to the variations in vehicles used. The wording could be easily changed to suit named vehicles if required.

NASA Chief Scrutineer confirmed that as a rule of thumb the tailgate had to be present and be complete in length. Whilst trimming of a bumper is allowed. The trimming of a tailgate was not. Scrutineers to monitor.

Class 3. Query regarding the need for RWD vehicles to retain their inner wings.

The origins for the rule requirements were outlined need to help the FWD conversions regarding weight distribution. General discussion including reference to weight distribution. Encouragement for newer vehicles. Use of older vehicles. Agreed to leave rules as at present.

6. DRAFT RULE CHANGES:

NASA Chief Scrutineer confirmed required comments/proposals for future Class 3 rules to be brought to next meeting. NASA Chief Scrutineer confirmed that if any other rule changes were required, then they must be discussed at Club & League so that the views of those affected are sought and brought to the next meeting in writing.

7. ANY OTHER BUSINESS:

Following queries were raised.

Motorbike engines – Supercharging.

For Class 7 can a standard (checked & sealed & verified) single motorbike engine be supercharged? The cost of a 1.9 Litre Hayabusa based engine is approx £15K. A supercharging kit is available for approx £3K and produces similar power.

NASA Chief Scrutineer confirmed explained that No. Motorbike engine's must be normally aspirated only. Supercharging and or turbo charging of a motorbike engine is not permitted.

Mini Floor location.

NASA Chief Scrutineer confirmed explained that a competitor had built a vehicle and then required clarification of the floorpan location (floorpan should be at least 65mm below door).

In this case the floor was not in the original location, but had been fitted level with base of doors with a "well" for the feet that matched the sill location. This did not comply. Photographs of the vehicle were viewed by those present. He confirmed that the whole floor must be in its original location. Not part of it.

Flat Floor Holes

Enquiry as to the maximum number of holes permitted in a saloon "flat floor".

NASA Chief Scrutineer confirmed explained that only 1 per segment was permitted

Special Front.

Enquiry if the front of a special could be bowed.

NASA Chief Scrutineer confirmed that the vehicle must have a "flat front" to the dimensions in the rule book.

Harness bar

Enquiry regarding the harness rules not mentioning the support bar, although the diagrams showed it.

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

Class 2. Micra Engines- Valve Throat diameter. Maximum figures are: Inlet = 29mm Exhaust = 26mm

Electronic Throttle controls.

Enquiry if electronic throttle controls were permitted.

NASA Chief Scrutineer confirmed that the method of throttle control was free in most classes. However all vehicles must be fitted with a throttle return spring.

Disciplinary Measures

Enquiry regarding the different disciplinary measures, bans etc; that had been issued following the 2009 NAC's.

The Director present confirmed that the Board had felt that short sharp measures would provide more impact on those concerned. To have them in place during the season was considered more effective than outside the racing season.

Brief discussion including reference to results of post race scrutineering at 2009 NAC's and defects found.

Class 1. – Exhausts – "Cherry Bomb"

NASA Chief Scrutineer confirmed that versions of these were now available as a standard replacement part and were thus permitted.

Class 1 – Cylinder heads & Crankshaft/Conrods

Cylinder Head exhibited (seals 133680 - 000422 – 133632) Following inspection it was agreed that it had been prepared incorrectly and contradicts the rules for class one 2008 / 2009 and 2010 race seasons.

Capacity Label.

Query on need for the capacity labelling. Many engine builders were reluctant to provide full details that were visible to all.

It was confirmed that the requirement had been there for many years. Competitors were able to have a label that was partially hidden provided it could be shown to a scrutineer on request. E.g. hinged / sliding / un-boltable.

Sealing of engines etc.

Query regarding league chief scrutineer being able to "break" a seal put on a part by another.

NASA Chief Scrutineer confirmed explained that YES a scrutineer may break another scrutineers's seal. However details found must be entered into the competitors licence. God practice also requires the sealing scrutineer to be informed.

It is also the competitor's responsibility to report to the sealing scrutineer what has happened.

Query regarding difference between NASA and BAS scrutineers.

NASA Chief Scrutineer & Director present confirmed that there was no specific "BAS" scrutineer. Everyone was acting on behalf of NASA.

No other matters raised. **MEETING CLOSED 4.00 p.m.**

"Orange" "Official" scrutineers jackets

Not all "orange" "official" scrutineers jackets have been returned to Scrutineers Secretary 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.

2010 National Autograss Championships

Scrutineering times:
(All to be confirmed)

FRIDAY: Noise Testing	3.00 p.m. -- 7.30 p.m.
FRIDAY: Scrutineering	3.00 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)

2010 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.

FUTURE MEETINGS: 12 Noon. Travelodge, Walsall

SATURDAY	18th APRIL	2011 Rules - Draft
SATURDAY	13th JUNE	NAC's & Training
SATURDAY	10 th OCTOBER	2011 Rules - Confirmation

NASA AGM 28 November 2010

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