



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING

REF: S3MIN0612/DH/GIJ

SATURDAY, 16th JUNE 2012 - 12 NOON

TRAVELODGE WALSALL.

Present

League Represented	No.	LEAGUE
Y	16	CGTRO(LINCOLN)
Y	25	C. SCOTLAND
Y	14	EAST ANGLIA
Y	01	EAST MIDLANDS
*	11	ESSEX
Y	24	FENLAND
Y	02	GLOUCESTER
*	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
*	03	WESTERN ASA
Y	13	WEST WALES
*	06	WEST MIDLANDS
*	22	WILTSHIRE
*	12	YORKSHIRE

NASA Chief Scrutineer

NASA National Scrutineer/Scrutineering Assistant

NASA Director x 2

NASA Scrutineers Secretary

Club Representatives - 6 Off.

Visitors – 1 Off.

**ASSOCIATION OF
AUTHORISING
BODIES**

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1. INTRODUCTION.

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

2. MINUTES OF PREVIOUS MEETING - 14/04/12 and MATTERS ARISING:

Page 1 – Noise meters.

The Sp TL enquired situation on meters. They were still awaited.

A Director apologised for delay. They would be sorted ASAP.

Page 2. – Noise meters – Re-calibration.

The SWL Rep. commented that the wrong meter had been returned to the SWL following calibration. The serial number was passed to a Director for corrective action.

Page 2 – Front Panels – Air Holes.

The CL2 TL & WW Rep. explained that this was still not being policed correctly by some leagues.

The SWL Rep. commented that he had ensured that SWL cars were corrected, but he had then received complaints and been vilified by some SW competitors when they had attended the MAP event last week and seen so many cars (estimated as at least 50 in number) that still had these holes.

Brief discussion including reference to some vehicle being fitted with infill that had then been removed when vehicle sold on or had attended other League's events.

The NASA Chief Scrutineer reminded all that the rules must be enforced. Standard only – No extra 'Air Holes' or lightening holes.

Such holes already cut must be filled in with steel. No Aluminium or GRP.

Page 3 – Class 2 experimental vehicle. – See later in meeting.

Page 3 – Durometers. – See later in meeting.

Page 3 – Roll Cages.

The NASA Chief Scrutineer explained that there had been some negative feedback regarding what had been said & recorded under this item. Therefore if any comments were to be made regarding the veracity of this particular item in the minutes then they must be made now.

He noted that there was no correspondence from the WML and the League scrutineer was not present today.

There were no comments made.

Brief discussion followed on roll cages in general, including standards of construction and reference to a mini being found with incomplete floor bars. I.e. The floor bars from the rear upright stopped at the rear face of square member across the car and then restarted at the front face of the member to run to the front upright. The piece of floor bar that is supposed to run through the member was missing on both the LH and RH sides.

The NASA Chief Scrutineer confirmed that floor bars must run from front upright to rear upright and either be placed above the floor member or pass through the floor member. If any doubt that a floor bar is passing through the member then scrutineers can demand that an inspection hole is drilled to verify the floor bar location within the floor member.

Page 3 – 76F.

The NASA Chief Scrutineer explained that Mr S. Manley – 76F had built a new Class 3 vehicle. It is a DAF 66 Saloon. The new vehicle had been inspected and found to comply with the current Class 3 construction rules and regulations.

The Scrutineers Sec. explained that some information had already been sourced on the DAF range of vehicles including the 55 & 66 models in 2010 & 2011, well before this build (TSD., Manufacturer's brochure etc.) and more had been recently sourced and was expected to be delivered next week.

Also both the DAF 55 & 66 had a separate 2 door Coupe version. However the 55 & 66 2 door Coupe's were prohibited in Class 3 as each had a rear window and boot and not a tailgate.

Page 7 - Roll Cage Test Stickers.

It was explained that cost for various types of stickers were being obtained (Costs varied dependant upon type etc.) and the Board will discuss once information has been received and collated.

- 20.1 degrees = 56.
- 22.0 degrees = 55.

He explained that the Board of Directors were now aware of the situation of the variance in hardness and difficulties in testing. The Durometers had been ordered and delivered to NASA. However the Board, in view of the potential conflict at various race meetings due to tyre hardness issues between competitors, had decided not to issue the Durometers until a solution could be found.

He also explained that a particular new vehicle's tyre's had been alleged to be 'Soft'. The driver had arranged for the tyres to be tested independently and the hardness had been verbally reported to be 45. The verbal report had been given to Mr N. Grasby (MAP) who had passed details on to The NASA Chief Scrutineer. The NASA Chief Scrutineer confirmed that the CL2 TL & WW rep. had had absolutely no involvement in the events concerned.

General discussion followed including reference for compound need to be 'Road' not 'Competition'. As tyre temperature increases hardness decreases. If tyre cannot be tested due to block not stable enough then it does not comply (If it cannot be tested it defaults and is illegal isn't it?).

Actions to be considered – 1. Do nothing. 2. Issue notice of improvement to manufacturer concerned. 3. Demand a sample of the compound that is large enough to be tested. 4. Ban tyre concerned (Alaska 1). 5. Amend rules for 2013.

PROPOSED: EM Rep.

SECONDED: EA Rep.

For both Option 'A' and 'B' tyres.

That the rules be amended to remove -5 hardness tolerance and the tyre temperature reference.

FOR UNANIMOUS

CARRIED.

- See drafted wording in rule amendment page at end of minutes.

c. Chief Scrutineers Report.

Ultrasonic testing of TA200 and others.

The NASA Chief Scrutineer explained that the CL2 TL & WW rep. had taken the ultrasonic tester to a recent SWL meeting and re-checked the vehicle. The undersized bars had been corrected.

The aim was to only check this 1 vehicle; however a Director present had issued specific instruction on the day that all vehicles had to be tested. Therefore the CL2 TL & WW rep. had tested the hoops, diagonals and brace bars on 120 vehicles – A time consuming process that had put him in an unhappy & difficult position.

18 vehicles (15%) had been found with undersized bars. – Mainly individual upright and brace bars and door bars.

Some sandblasted and re-powder coated bars were found undersize.

The vehicles concerned were all given until the next race meeting to replace and fit correct sized bars.

The use of the ultrasonic tester needs to be more widespread as there are seemingly more than anticipated vehicles racing with undersized bars. Some of the bars tested had been also measured with vernier and seemed OK, but the accuracy of the ultrasonic machine showed how much the thickness can vary over a length of the same bar. E.g. 2.3 to 2.2 to 2.3mm.

If a vernier only is available then a scrutineer can demand that an extra inspection hole is drilled to verify the thickness at another point on the bar concerned.

Please note that any bar found @ 2mm thickness or less will not and must not be allowed to race.

General discussion followed on roll cages in modified vehicles including reference to the increase in box size from 25mm to 30mm in January 2015, will ensure that the minimum thickness of box bars will always then be above the NASA requirement.

The CS Rep. enquired as to the situation regarding potential negligence if a scrutineer permitted a vehicle to race with an undersize bar. i.e. If found at beginning of meeting and given until next meeting to put right, the vehicle then rolls, what happens regarding insurance and any potential claims against the scrutineer?

Brief discussion followed including reference to defect notification procedures and timing of.

The NASA Chief Scrutineer commented that the procedures need to be revised in the described situation and it will be raised with the Board of Directors.

Nationals.

The NASA Chief Scrutineer expressed concern regarding availability of specialist scrutineers at the NAC's. Particularly Class 1 as some of those usually present will be missing for 2012.

Brief discussion regarding pre & post race scrutineering and identification of 'Wrong' methods of engine preparation and vehicle construction.

Both Directors present sympathised with the situation, however knowledge should be shared between scrutineers so that the non availability of any specific individuals would not cause too much difficulty. He agreed to raise the matter with the Board of directors.

Conduct.

The NASA Chief Scrutineer expressed concern that it had been reported to him that a banned individual had been present in the pits at MAP and had verbally abused Mr M. Empson & family. Mr Phipps is not currently a NASA member due to a disciplinary ban and was therefore only permitted to attend a race meeting as a spectator and confined to spectator areas only.

The MAP Rep. commented that he had been unaware of Mr Phipps's presence in the pits. If known at the time then Mr Phipps would have been ejected from the area.

The NASA Chief Scrutineer requested that this new incident of abuse be discussed by the Board.

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. Leagues should pre-check vehicles. However this must be carried out correctly. Pre-checking is strongly recommended, however it is up to each League to decide whether to carry out the process or not. The forms are not a substitute for the rule book, all rules will still apply.

The Scrutineers Sec. explained that the pre-check forms had been revised as per the NASA Chief Scrutineers's request at the previous meeting and were available as of today. Copies will be emailed to those scrutineers that he had email addresses for. Otherwise they will be sent out via minutes.

A copy would be placed on the NASA Website later this week so that competitors and or scrutineers could download for checking. (Done on 19 June). Competitors may also use these forms as a guide for pre-checking their own vehicles separately from any League requirements if they so wish.

The Scrutineers Sec. explained that the usual NAC Information references will be included in minutes.

Not mentioned at meeting but included for reference:

Host league vehicles and scrutineer's vehicles will be checked first @ 2.00pm – Actual time subject to confirmation. As the competitors involved were "working" at the NAC this would ensure that the event ran smoothly.

Scrutineers will be eligible for refreshments and entry refunds, however scrutineers must "work" at the required times. Not turn up for say 1 hour and then "disappear".

"Welding Bay" is available for race repairs only.

d. Rules Clarification requests from League Scrutineers.

Window Panels.

The Glos. Rep requested clarification as to how much the window panel can be cut & trimmed.

The NASA Chief Scrutineer explained that if the window opening has been trimmed back so that there is no return or change in surface level and is just a plain opening in the body panel at or approximately at the original window opening then it is incorrect.

There must be a 'Return' or 'Dip' in the panel for the original window glass.

Tyres/Wheels.

Can different diameter tyres be used on same axle?

- YES. There is only a requirement for the wheel diameter to be the same.

5. DRAFT RULE CHANGES:

The Scrutineers Sec. explained that the only rule changes already agreed for 2013 are shown on the rear of the meeting agenda.

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

Amendments roll cage & door side bar rules as necessary to clarify requirements.

Use of Ultra light seats.

Class 1 – Clarification of prohibited items.

- Non OE timing gear including adjustable types.
- No keyway alterations or shimming.

Class 3 – Panel clarification.

Junior Special. - Use of Ultra light seats.

Class 8,9,10. - Use of Ultra light seats.

The tyre rule change agreed today will be added to list for presentation to the Board of Directors.

- a. Rule change requests from Leagues. – None additional to above.
- b. Rule change requests from Chief Scrutineer. – None additional to above.
- c. Rule change requests from Board of Directors. – None additional to above.

6. ANY OTHER BUSINESS:

Class 1 – Micra Suspension.

The MAP Rep. enquired if it was possible for a non-standard spring to be manufactured and be 'NASA permitted' specifically for the Micra.

When the standard Micra vehicle 'Trim' is removed the vehicle raises in height off the ground and approx 1.5 coils needs to be cut off to bring the vehicle back to the maximum permitted ride height. This then affects the spring rating and vehicle 'Handling'.

The NASA Chief Scrutineer commented that if a manufacturer wishes to present a sample for testing/inspection then it could be considered.

However this is the first year of racing this vehicle in Class 1 therefore the process of any permitted 'Modifications' for the Micra is going to be slow.

The Scrutineers Sec. commented that in the past some Class 1 rules for the Mini had been changed too readily and had been regretted later due to unforeseen consequences.

Meeting Closed 2.00 p.m.

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.

2012 National Autograss Championships	Thornborough DL8 2RE	3rd 4th & 5th August 2012
Scrutineering times: (All to be confirmed)	FRIDAY: Noise Testing	2.00 p.m. -- 3.30 p.m. (Break 3.30 - 4.30) 4.30 p.m. -- 7.30 pm.
	FRIDAY: Scrutineering	2.00 p.m. -- 4.00 p.m. (Break 4.00 – 5.00) 5.00 p.m. -- 8.00 pm
	SATURDAY: Noise Testing	7.30 a.m. -- 8.30 a.m.
	SATURDAY: Scrutineering	8.00 a.m. -- 9.00 a.m.
	SUNDAY: Scrutineering	8.30 a.m. -- 9.00 a.m. (Repaired vehicles only)

2012 Ladies & Junior National Autograss Championships	Withington HR1 3QG	1st & 2nd September 2012
Scrutineering times: (All to be confirmed)	FRIDAY: Noise Testing	2.00 p.m. -- 3.30 p.m. (Break 3.30 - 4.30) 4.30 p.m. -- 7.00 pm.
	FRIDAY: Scrutineering	2.00 p.m. -- 4.00 p.m. (Break 4.00 – 5.00) 5.00 p.m. -- 7.30 pm
	SATURDAY: Noise Testing	7.30 a.m. -- 8.00 a.m.
	SATURDAY: Scrutineering	7.30 a.m. -- 8.00 a.m.
	SUNDAY: Scrutineering	8.30 a.m. -- 9.00 a.m. (Repaired vehicles only)

NOTE:

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

Proposed rules changes for January 2013. – All Subject to Board ratification.

TYRES.

14.1 Tyres are restricted.

For 'Drive Axles' and or 'Drive Wheels' Control tyres will apply. The application of control tyres will remain effective until December 31 2013. NASA reserve the right to modify these regulations without notice at any time.

There are 3 options. 'A' and 'B' and 'Wet Weather'.

A competitor may use tyres on that comply with either option on a 'Drive axle'. Mixing & matching of Option A and Option B and or 'Wet Weather' tyres on the same drive axle is permitted.

- i. All tyre identification markings must be present and visible on each of the tyre sidewalls.

Removal of identification markings is not permitted.

The hardness value must be marked upon all Option 'A' tyres.

Such marking is to be clearly visible, non removable and applied during the tyre manufacturing process.

Sticky labels applied by the retailer or "branding iron" markings are not acceptable.

Tyres that are not marked with hardness value will be deemed as Option 'B' Tyres and then must comply with Option 'B' rules.

- ii. The tread block/pattern/profile must be pre-formed. i.e. made during the original manufacturing process.

Note.

Alteration or modification to original manufacturer's tread pattern by "tyre cutting" is not allowed.

- iii. All tyres whether Control Tyres or other, must have a speed rating of a minimum of 75 mph ("L" speed symbol).

"Town and Country", and "M & S" (Mud & Snow) tyres are permitted subject to drive & non drive axles and Control Tyre restrictions. Motorbike and/or Motorcycle tyres prohibited.

- iv. All tyres must be fitted to the wheel correctly and be in good condition. i.e. Be within wheel rim and or be free of damage to main tread pattern and sidewalls, including cuts, bulges, tears, rips, loose and or separated tread.

- v. Tyre Hardness - Restricted.

Tyre hardness must comply with the following. Random checks of hardness will be carried out by means of a Durometer.

For non-Control Tyres the shore hardness is free.

Control Tyres Option 'A' must have a minimum nominal shore hardness of 60. when measured at a nominal temperature of 20 deg C. (There is a tolerance of -5 shore hardness to allow for manufacturing variance. The absolute limit is 55).

- Control Tyres Option 'B' must have an absolute minimum shore hardness of 55. when measured at a nominal temperature of 20 deg C.

- vi. Tyre Width - Restricted.

Maximum permitted tyre width is 225.

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

9 The NASA permitted proprietary manufactured roll cage additional bars (Only door bars and diagonals) if bolted must be fixed by welding means of the original roll cage manufacturers approved brackets, nuts and high tensile bolts.

- 13 A Roll Cage must be made of two main hoops.

One following very near as close as possible to the front windscreen pillars ("A" Posts).

One as close as possible to the "B" Posts, behind the driver's seat such that upright is not more than 254mm (10") to the rear of the driver's helmet, when the driver is seated. (See Fig. 1.).

The linear distance of the bar between and joining the front hoop and rear hoop must at the underside of the top bar of each hoop be greater than 457mm (18") and be of a length as necessary to join the two hoops at the top of the 'A' and 'B' posts.

The main roll bar hoops and joining bars must be placed as near as possible to the roof, in order to limit its crushing in the event of a somersault or roll-over.

Note.

- i. Each of the roll cage individual component bars must be of a single continuous length of tube. i.e. One length bar per part.

The forming of a length of tube from two or more lengths by welding and concealing the welded joints by grinding/smoothing is prohibited.

- ii. The linear distance above is not the only measurement to build a cage to, but a requirement to take account of the variety of vehicles used in this class. All other roll cage rules including nearness to 'A' and 'B' posts and underside of roof must also be complied with.

- 16 Front and rear hoops must be connected by a minimum of:

At the top:

Three front to rear bars fitted as near as possible to the underside of the vehicle roof, one along each side of the roof, and one along the middle. (See Rule 13 and Fig. 1.).

- 19 Door / Side bars.

Two side bars (Sb) each consisting of a single continuous length of tube must be fitted such that they are next to the inside surface of the driver's door and the passenger's door (If skinned then inside surface of each door skin) for the complete length of the doors, and fitted to be on the outside surface of the main roll bar uprights. They cannot be fixed on the vehicle coachwork itself. They must be fitted such that the upright rather than any 'Weld' is subject to the stress loadings of any side impact.

6.2 NASA reserves the right via an appointed Official and or Scrutineer to reject a seat (including mounting support frame/brackets), particularly 'Thin', 'Lightweight' or 'Ultra-light' types that are marketed as a 'Race seat' but deemed as not fit for purpose and unsuitable for the shock and stress loadings of the 'Autograss racing environment'.

Class 1

- 1.7 Camshaft.

Cam/Valve Timing.

The standard production cam/valve timing only shall be used.

Timing Gear & components must be original standard production OE.

Note.

The following are prohibited.

Non-OE timing gear including adjustable and or vernier types.

Keyway machining/modification and or use of shims/shimming and or offset dowel.

Cutting of alternative keyway to the original standard production one.

17.8 Vehicle ride height.

Any car where the ride height is felt to be high or to low to enhance the cars performance will be ordered to alter its ride height in respect of safety. No minimum or maximum ride heights will be given. The ride height will be compared to cars in full road spec trim.

Nissan Micra 1.0 16V (CG10DE)

Centre of wheel hub to arch lip vertical distance ~~maximum~~ minimum. Front = 340mm. Rear = 365mm.

Class 3

2.14 Vehicle Panels.

- ii. The removal of any vehicle panel including roof, front and or rear wings, engine cover and or bonnet, luggage compartment lid and or boot lid and replacement of the same with non-proprietary replacement prefabricated metal panels or panels from different make or model of vehicle is prohibited (See v. For the only exception).
- iv. The complete removal of a vehicle front panel including grille and the fitting of replacement steel sheet panel is prohibited.

Class Jnr Sp

6.3 NASA reserves the right via an appointed Official and or Scrutineer to reject a seat (including mounting support frame/brackets), particularly 'Thin', 'Lightweight' or 'Ultralight' types that are marketed as a 'Race seat' but deemed as not fit for purpose and unsuitable for the shock and stress loadings of the 'Autograss racing environment'.

19.7 Rear Suspension Type Restricted.

vi. A GM Vauxhall O.E. - Corsa 1200cc 8 valve unit / Struts Part Number GM 72119025.

or proprietary manufactured replacement MacPherson strut (One piece without removable insert) is permitted.

If proprietary after market replacement unit is used it must not be of retail cost of more than the GM original OE replacement unit.

The use of competition / motorsports derived and or uprated and or modified and/or adjustable and/or 'Remote reservoir' and or

'Piggyback' type units are including all Bilstein, Spax, AVO, G,max, Koni prohibited.

The piston rod diameter must be a maximum of 20mm.

Class 8,9,10

17.4 NASA reserves the right via an appointed Official and or Scrutineer to reject a seat (including mounting support frame/brackets), particularly 'Thin', 'Lightweight' or 'Ultralight' types that are marketed as a 'Race seat' but deemed as not fit for purpose and unsuitable for the shock and stress loadings of the 'Autograss racing environment'.

Drawings – Amendment of & new as required.

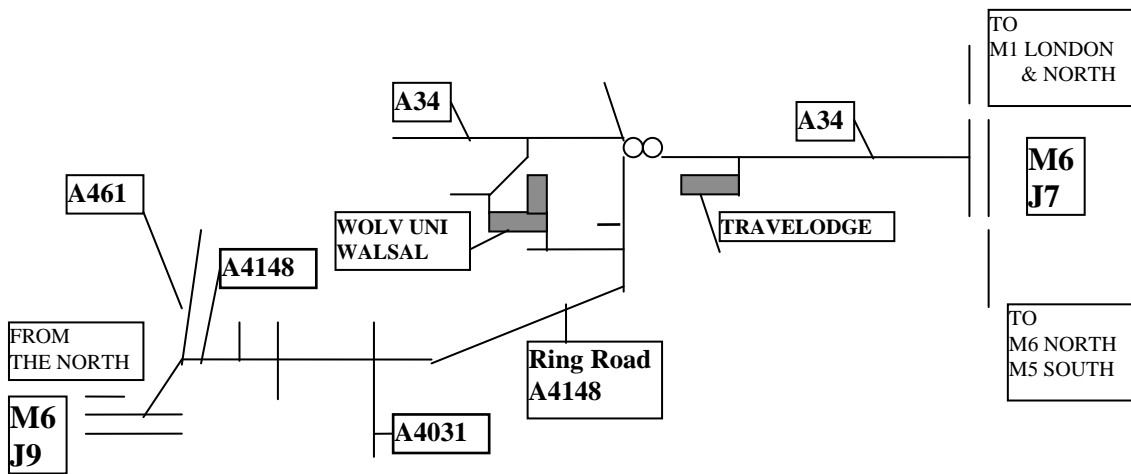
1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2012 Edition Rule Book.
2. For future reference: **WANTED:**
Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
- 3 **FUTURE MEETINGS: 11.00 am**
Travelodge, Birmingham Rd, Walsall WS5 3AB

SATURDAY

13th OCTOBER

2013 Rules - Confirmation

NASA AGM 25 November 2012



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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2012 NATIONAL AUTOGRASS CHAMPIONSHIPS - GENERAL SCRUTINEERING INFORMATION SHEETS.

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-adheisived) 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 loses 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.

(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 & Officials own vehicles to be given priority at scrutineering, as this will release them for scrutineering & official 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.

Those attending including competitors, mechanics, must sign the attendance sheet for identification purposes.

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 checks 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 3, 4, 5, 8 & 9 will have bore/stroke check and or be sealed.

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 6, 7, & 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".

At NASA events here 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.

Is issued with form D1 and VL1 should the driver wish to appeal, to be returned to NASA Secretary within 7 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 within 7 days.

**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.

Scrutineers.

A letter is sent in April/May to each League Chief Scrutineer requesting names, for duties at the NAC's. The listing shown is based on returned information.

Scrutineering:

MEN'S	(All to be confirmed)	LADIES & JUNIOR	(All to be confirmed)
FRIDAY: Noise Testing	2.00 pm – 3.30 p.m.	FRIDAY: Noise Testing	2.00 pm – 3.30 p.m.
FRIDAY: Scrutineering	2.00 pm – 4.00 p.m.	FRIDAY: Scrutineering	2.00 pm – 4.00 p.m.
	5.00 pm – 8.00 p.m.		5.00 pm – 7.30 p.m.
SATURDAY: Noise Testing	7.30 am – 8.30 am	SATURDAY: Noise Testing	7.30 am – 8.00 am
SATURDAY: Scrutineering	7.30 am – 9.00 am	SATURDAY: Scrutineering	7.30 am – 8.30 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)

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	MEN'S		LADIES & JNR	
	SCRUTINEER	CLUB/LEAGUE	SCRUTINEER	CLUB/LEAGUE
1	V. Wallis	SS	V. Wallis	SS
	M. Lane	M	M. Lane	M
	S. Knott	YD	S. Knott	YD
	<i>A.N. Other</i>		<i>A.N. Other</i>	
2	M. Bevans	WW	M. Bevans	WW
	R. Lillington	S	R. Lillington	S
	M Moore	M	M Moore	M
	J. Mason	BH	J. Mason	BH
3	Dave Digby	E. ANGLIA	Dave Digby	E. ANGLIA
	R. Simmonds	L	R. Simmonds	L
	D. George	SN	D. George	SN
4	K Jones	SW	K Jones	SWL
	N. Lewis	Pac	N. Lewis	Pac
	<i>A.N. Other</i>		<i>A.N. Other</i>	
	<i>A.N. Other</i>		<i>A.N. Other</i>	
5	J Knipe	CGTRO	J Knipe	CGTRO
	D. Creed	BH	D. Creed	BH
	K. Bowman	SN	K. Bowman	SN
	<i>A.N. Other</i>		<i>A.N. Other</i>	
6	S. Walford	M	S. Walford	M
	N. Reed	SW	N. Reed	SWL
	<i>A.N. Other</i>		<i>A.N. Other</i>	
	<i>A.N. Other</i>		<i>A.N. Other</i>	
7	G. Bennetto	GLOS	G. Bennetto	GLOS
	G. Pemberton	CA	G. Pemberton	CA
	I Fay	WS	I. Fay	WS
	D. Neville	Ca	D. Neville	Ca
8	A Cooper	SC	A Cooper	SC
	P. Cooper	NW	P. Cooper	NW
	<i>A.N. Other</i>		<i>A.N. Other</i>	
	<i>A.N. Other</i>		<i>A.N. Other</i>	
9	R. Jones	NW	R. Jones	NW
	T. Allen	EM	T. Allen	EM
	<i>A.N. Other</i>		<i>A.N. Other</i>	
	<i>A.N. Other</i>		<i>A.N. Other</i>	
10	R. Hazard	S/CGTRO	R. Hazard	S/CGTRO
	S. Rawsthorne	N	S. Rawsthorne	N
	<i>A.N. Other</i>		<i>A.N. Other</i>	
	<i>A.N. Other</i>		<i>A.N. Other</i>	

NOISE: Geneg Makar ST/CGTRO
 L. Makar ST/CGTRO

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

Note.

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

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

Start-line:

As each Class is in the 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 Start-line areas.

Repairs to vehicles cannot be done in Start-line area.

Host League to ensure that there are enough Start-line 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: - Noise tests will be carried out.

Person responsible for noise testing is to be confirmed. A team of approx. 3 helpers is required for the NAC's.

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

NOTE. The practise of allowing temporary modifications to enable head restraints to comply will not be permitted.