

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S4MIN1015/RS/GIJ

SATURDAY, 03rd OCTOBER 2015 - 12.00 Noon

METRO INN, Birmingham Road, Walsall WS5 3AB.

Present

C. SCRUTINEERS	No.	LEAGUE	SCRUTINEERS CLUB
Y	16	CGTRO(LINCOLN)	Pac
*	25	C. SCOTLAND	Rad
Y	14	EAST ANGLIA	Rad
Y+	01	EAST MIDLANDS	St
*	11	ESSEX	WML
Y	24	FENLAND	WML
Y	02	GLOUCESTER	WML
*	18	KENT	Wsx
Y	07	MIDLAND AP	
*	09	NORTH WESTERN	
*	21	NORTHERN IRELAND	
**	10	NORTH YORKSHIRE	
*	15	SHROPSHIRE AA	
*	04	SOUTH WALES	
Y	19	THE DALES	
Y	05	SOUTHERN	
*	23	IRELAND	
*	13	WEST WALES	
Y	06	WEST MIDLANDS	
*	22	WILTSHIRE	
Y	12	YORKSHIRE	

NASA Deputy Chief Scrutineer.
NASA Director – Scrutineering.
NASA Director (Part of meeting).
NASA Scrutineers Secretary.

APOLOGIES: WW Cs. NW Cs, Esx Cs EA Cs, SW Cs, Cl1 Cs.

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

VISITORS: Sv, Rad.

**ASSOCIATION OF
AUTHORISING
BODIES**

Office: 46 Brookside, Alconbury, Huntingdonshire PE28 4EP
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1. INTRODUCTION.

The Scrutineers Secretary welcomed all, apologised for delay in attending as it was due to traffic queues on M6, Also the Deputy Chief Scrutineer would be late as he also is held up in same traffic. Mr DH (Dir.) Would be standing in until the DCs arrived.

Mr VM (Dir.) had already handed out copies of meeting agenda, previous minutes prior to the Scrut. Sec's arrival. The Scrut. Sec handed out voting cards.

2. MINUTES OF PREVIOUS MEETING 27/06/15 and MATTERS ARISING:

Page . – 1 Mini vehicles - Experimental contactless ignition.

The WML Rep. enquired of the current situation.

The EM Rep. explained that a rolling road test had been carried out using the Aldon Lu144 unit (Sliding points replacement). The vehicle had done power runs with the original points first, then with the Aldon unit fitted. There had been no difference in power between the two. The only advantage in using the Aldon unit would be in reliability, as once fitted it would require little maintenance.

Brief discussion followed including reference to. Different types of electronic units available. Regulation needed. Specific units/types only to be permitted. Overall no difference in power regardless of types. Aim is to improve reliability. New to the class vehicles (Micra & Yaris) have this type of systems as standard.

The EM Rep. commented that another rolling road test is due to happen using the other unit for replacing the non-sliding type.

The WML Rep. agreed to send a unit to the EM rep. for use.

Mr VM (Dir.) requested the EM Rep. & the WML Rep. to liaise re this. He would probably review the test results before the forthcoming NASA AGM in November and decide if the electronic replacements were to be permitted for 2016.

No other matters arising.

PROPOSED: CGTRO Rep.

SECONDED: Glos Rep.

That the minutes be accepted as a true record.

UNANIMOUS -

CARRIED

3. CORRESPONDENCE.

1. CGTRO – List of queries.

- i. Are arm restraints or window nets required in a centrally seated saloon car?

Mr VM (Dir.) invited comments.

Brief discussion followed including reference to. Fingers only? Hand only? Hand & forearm? Potential crush injury to or loss of fingers/hand if top of door/roof gripped in event of roll over and fingers/hand are caught between vehicle and ground.

Mr VM (Dir.) confirmed that if centrally seated driver cannot reach the door window aperture, then arm restraints/window nets not required.

If any part of finger/hand can reach or grip the top of the door window aperture/roof or any part of door window aperture, then arm restraints/window nets are required.

- ii. Arm restraints obviously are required in a special. Watching the start-line at the nationals, many drivers were able to wave their hand to the marshals if they needed help! Several people were able to shake hands with people....Clearly they were not keeping hands & arms inside the car.

Mr VM (Dir.) invited comments.

Brief discussion followed including reference to. As in i. above. Fingers only? Hand only? Hand & forearm? Potential crush injury to or loss of fingers/hand if top of door/roof gripped in event of roll over and fingers/hand are caught between vehicle and ground. Difference in roof width (width across top bars of drivers compartment and across roof bars above, meant that arm restraints were not fitted properly if roof could be gripped and not side of special. Neither should be able to be gripped. Hence window nets may be a better option.

Mr VM (Dir.) confirmed that if any part of finger/hand can reach or grip the top of the aperture/roof or any part of access aperture, then arm restraints/window nets are required and policing for all window net/arm restraint issues is a matter of common sense. The rules require them to be fitted and it is the competitor's responsibility to ensure correct fitment and use.

iii. Knee clearance in specials is 50mm. Should this be measured to the cross bar of the chassis or to panel work?

Mr VM (Dir.) invited comments.

Brief discussion followed including reference to. Rule originally introduced to cover anything whether bar or part of dash panel in area concerned. Anything that could potentially trap the drivers legs and prevents them being quickly drawn back or hinders egress of driver and or driver being removed by medical personnel in the event of an incident.

Mr VM (Dir.) confirmed that the clearance is required for whatever is in that particular area. – Bars, panel, dash etc.

2.. Allit Motorsport – Supply of Junior Special Camshafts.

Allit Motorsport is seeking authorisation to be added to the list of permitted camshaft suppliers for Junior specials. The AE CAM453 is no longer available. The Vauxhall Cams C12NZ – 90444758 and X12SZ 90444759 are £202 & £528 respectively.

Allit Motorsport can supply a aftermarket unit at a cost of £75 and willing to supply a sample for testing if required.

Mr VM (Dir.) invited comments.

Brief discussion followed including reference to. Alternative supplier welcome considering high prohibitive cost of Vauxhall units. AE (Federal-Mogul Motorparts) still supply a replacement cam but it has a different part number – CKS2453 EC611 instead of CAM453. Genuine replacement cams marked EC611 already in use by engine builders/competitors. The NASA purchased CAM 453 originally held by Scrut. Sec. had been passed to DW (former Dir.) some time ago. Some of the Allit Class 1 cams when checked have varied in grind quality and timing, within rules, but power output varied when compared.

A Scrutineer (Rad) commented that MJA had recently supplied a replacement kit CKS2453 EC611 sourced from AE as their replacement cam, to a competitor at a cost of approx £100. Also others including BGA provide genuine replacement cams.

Not mentioned at meeting but subsequently obtained from BG Automotive website.

12NZ / C12NZ / X12SZ – Cam ref CS2314.

12NZ / C12NZ - Kit = Cam, 8 lifters, 8 rocker arms & 8 thrust pads – CS2314FK

X12SZ - Kit = Cam & 8 lifters – CS2372K

Not mentioned at meeting but subsequently obtained from AE website – Current Online catalogue (fmeocat.com).

CAM453 = 12NZ / C12NZ / X12SZ Camshaft

CKS2453, (FOL40 / FOL38 / TTP1) - 12NZ / C12NZ / X12SZ Camshaft kit containing CAM453 + followers.

Mr VM (Dir.) required the 3 suppliers cams (Allit/AE/BGA) to be tested to ensure compliance. The DCs and others to arrange.

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

a. Class 1 – Mini – Electronic Ign. Trial. - Already dealt with. - See Matters Arising

Class 2. Experimental vehicles / Trials.

Mr VM (Dir.) commented that there had been an enquiry regarding a Class 2 Micra, but no details confirmed yet.

Yaris vehicle – The Class 1 Cs still checking vehicle with competitor Mr Hinton. Vehicle awaiting letter of authorisation to continue.

Mr VM (Dir.) concerned regarding recent Yaris (S250Y) vehicle put for sale on eBay at a cost of £6,000; also Facebook site advert concerning Page Motorsport offering Micra K11 Race engines for sale 7bhp+ on std.

Brief discussion followed including reference to. Cost against ethos of introducing the newer vehicles to Class. Yaris road vehicles available for £150-£300 eBay + cost of cage, tyres, paint etc ; equates to say £1000 on track. £6000 is ridiculous. If engine has been rebuilt including re-bore then it is non-compliant. Cost would not be a barrier for some people. If parent wanted “Junior” to do well then cost affordable in their eyes.

Agreed that vehicle and these Micra “modified” engines should be checked to ensure legality.

b. Tyres.

The EM Rep. & Tyre Co-ordinator commented that Treadx had applied to become a Option “A” supplier (Already a Option “B” supplier). They proposed to have an eBay shop. He had investigated them and found they met all the required NASA criteria.

Treadx had bought moulds from Sportway as proprietor Mr Wardle was allegedly retiring. They were going to supply tyres at a lower cost figure than Sportway. The moulds had been amended to suit the name change etc. They would not be attending race meetings themselves, but they will supply the fitters that will. A sample 10" tyre was shown to those present.

Mr VM (Dir.) commented that they are placed provisionally on permitted list, Board to confirm.

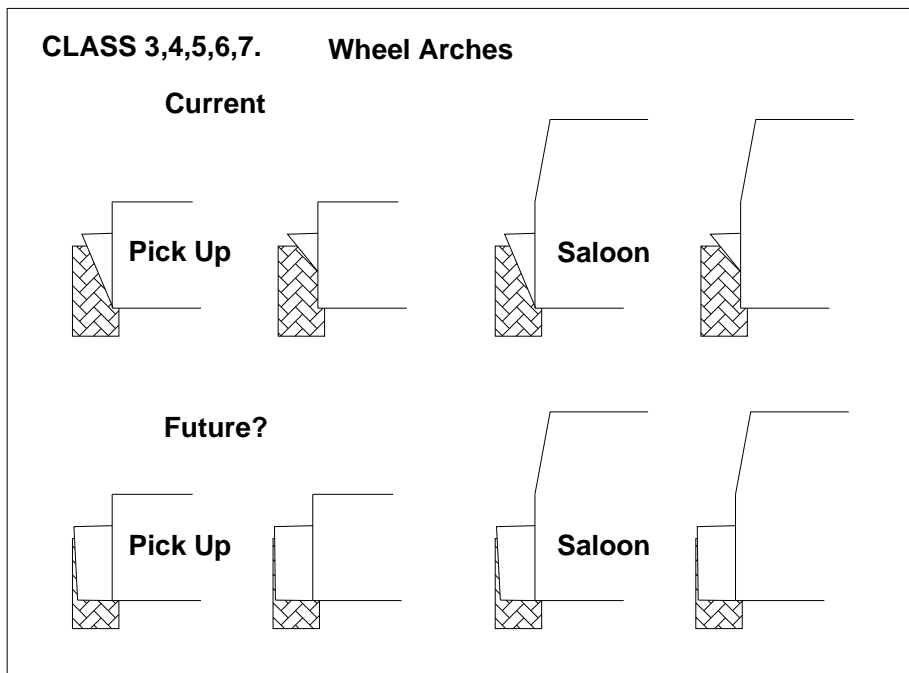
c. Chief Scrutineers Report.

i. Class 4 & 6 – Wheel Arches – Wheel Clearance.

Mr VM (Dir.) & the DCs explained that there were growing concerns regarding the type of wheel arch modifications being carried out. The wheel/tyre clearance was clearly excessive on some Class 4 & 6 vehicles and also 5 & 7 vehicles. Greater enforcement of particular wheel arch rules is required.

Mr VM (Dir.) explained that was it time to enforce a percentage cover of tyre and invited comments.

Discussion followed including reference to Fig. 31 on page 91 not being adhered to. Whole body being raised instead of just arches trimmed. Plastic types should be stopped. Debris including dirt and stones from tyres needs to be contained more. Current small/weak alloy sheet arches do not deter aggressive behaviour or contact by certain drivers. In past arches fuller and stronger as made from steel not alloy, also preventer "wheel climbing" more. Other sports with similar or greater suspension travel have more complete arches that are similar to standard road vehicles at no detriment to spectacle. The original rule was 50mm (2") tyre only protruding from body, this later developed into 50mm from arch and current situation mainly due to "small" body shells being used. Should 50mm protrusion be reduced to 25mm or zero? Zero and extended arches would help to tackle track debris spreading outside of track area.



Mr VM (Dir.) requested that this be taken back to leagues & clubs for discussion.

A Scrutineer (St) enquired if constructors or scrutineers make rules, as it seems that constructors are changing rules to suit themselves.

Mr VM (Dir.) confirmed that NASA makes the rules. The constructors' meeting is there to have communication between constructors and scrutineers to ensure vehicles are compliant. Also insurance considerations can be communicated.

Discussion followed including reference to Relationships with constructors must prevent them taking advantage. Vehicle development must be controlled. Liability and duty of care to spectators, Officials etc must take precedent.

Mr VM (Dir.) commented that he hoped to arrange a constructors meeting, open to interested parties shortly, before xmas to discuss this and other issues with them and any ideas on rule amendments would be welcome. Some suggestions were already being received.

ii. Specials – Front engined types.

Mr VM (Dir.) explained that was it time to stop the use of front engined types? There were few if any currently racing, although one Class 10 allegedly is being prepared for future racing.

Discussion followed including reference to. The Class 8 ex Mr Patrick special is being rebuilt, possibly into rear engine type. The Class 10 ex Mr Bott was intended for use again in future. The Class 10 Ex Mr Patrick was sold to sand racing. Others whereabouts unknown. If being phased out & banned may require 2 years notice. Need any owners of such vehicles to come forward and register them with NASA so that they can be issued with a "Tag". Permit existing ones to continue to race until they time expire. No new ones to be permitted?

It was agreed that:

As of January 2016, for classes 8, 9, & 10, the engine(s) must be located to the rear of the rear roll cage uprights. The only disapplication of this requirement is for existing pre- 1st October 2015 constructed "front" engined vehicles that have been registered with NASA prior to January 2016. Any such vehicle may continue to race until further notice.

iii. Specials – Floor Dimensions.

Mr VM (Dir.) explained that not everyone understands the rule regarding minimum floor width, some constructors' vehicles have been found to be below the required 500mm mean dimension by up to approx 15mm. Whilst their construction is not a potential cause of any injury, they do not comply with the required written rule specification.

All vehicles must comply with rules (*Rule 11.3 – pg 24. Rule 11.3 – pg 24. Rule 13.6 pg 30.*).

The Scrut. Sec. commented that the original mean of 500mm floor rule referred to the overall panel to panel including chassis rails "floor" measured underneath, not inside cab between chassis rails. If tapering a mean of 500. e.g. 450 front, 550 rear = 500 mean. Mr Allanson had spoken to him about this at the L & J NAC.

Discussion followed including reference to. Small width ARD chassis (No longer made) required part steel side panel. Hip clearance below 50mm requires side protection. Bennet, YZR chassis and Xtreme also seemingly affected

Mr VM (Dir.) explained that in order to ensure future compliance all new vehicles constructed of new built chassis must comply with immediate effect. i.e. 3rd October 2015. Any vehicles' chassis that are existing i.e. constructed prior to today may continue to be used.

2015 National Championships Report.

Mr VM (Dir.) commented that the new team of scrutineering volunteers had all worked hard and were excellent, he was thankful for their efforts. The pre-race scrutineering had been thorough but fair and had uncovered faults. Some of the faults should have been picked up at their local club/league checks. A few vehicles had required a lot of work to pass (Class 8 special at men's had 11+ faults. Others with seat bolt issues, Class 2 with suspension issues). He had permitted them to put matters right this year, but for the future any attention other than minor will lead to a fail and the place allocated to a reserve vehicle.

More pre-season and pre-nationals checking at local level must be encouraged.

He had via the Scrut. sec. got all the lane check sheets (750+) from both Nationals and his intention is to go through them and contact the leagues that the initially failed vehicles came from.

Ideally there should be no queue for the welding tent for modifications to pass pre-race scrutineering. In future more input is to be required from constructors and competitors regarding rules. He has a 5 year project to improve things.

The Scrut. Sec. commented that at L & J a new Class 3 Mk6 Fiesta had engine in wrong place, too far back, and not raced. Also a Jnr. Special had had to change ECU as it breached rev limit. One Jnr. Special failed and did not race due to incorrect tie bar suspension mount.

Scrutineering – Post Race "Men's"

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

NS19 - Engine crankshaft found not compliant with Rule 1.5 iv & v.

Area grinding rather than "Spot" grinding resulting in visible Chamfer.
Camshaft timing incorrect.

SV5 - Engine crankshaft found not compliant with Rule 1.5 iv & v.

Area grinding rather than "Spot" grinding resulting in visible Chamfer.

Scrutineering – Post Race ‘Ladies & Junior.

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

PAC22 - Crankshaft non-compliant with rules 1.15 iv & v.

Non-compliant machining for balancing carried out.

Sump-guard non compliant with rule 16.3.

Size excessive – approx. 675mm x 750mm. Thickness = 6mm. Weight = 23Kg (50lb).

SV2 - ECU non-compliant with rule 17.8 a & d.

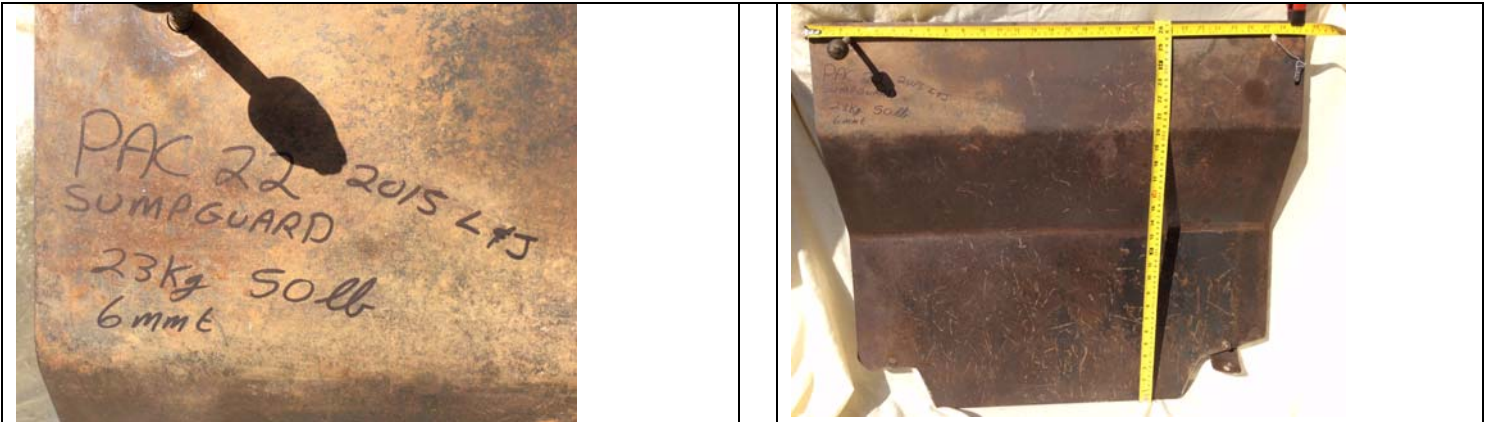
Original control “Chip” removed and replaced with non Standard performance “ATMEL” (AT27C256R) “Chip”.

Photographs.

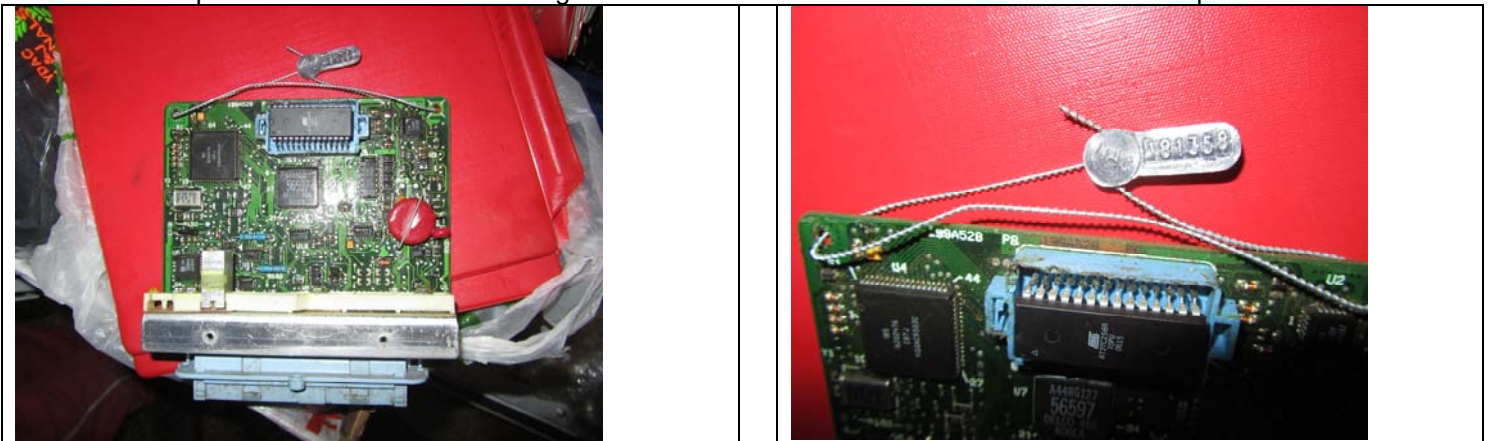
Class 2 PAC22 – CRANKSHAFT



Class 2 PAC22 – SUMP-GUARD



Class – Junior Specials – SV2 – ECU. Showing non standard ATMEL AT27C256R 70PU 0615 chip fitted.



Mr VM (Dir.) explained that the items above were being shown and discussed at the Chairmen's meeting and would be also shown at this meeting. He has as, per the investigation into his text comments apologised for the text.

A scrutineer (Pac) enquired how a vehicle that passes pre-race scrutineering can possibly fail at post race. Particularly if an item has been seen and accepted at pre-race and used all weekend. Also used all year at other meetings without comment. In particular the sump-guard fitted to PAC22.

The WML Rep. commented that in previous years such an item has been ignored at post race due to it being passed at pre race. E.g Jnr Special discs that were slightly too thin. Also a Class 1 fitted with a "wrong" battery.

The Scrut. Sec. commented that the discs had been disregarded as the then Jnr Sp scrutineer had missed them at pre-race checking and despite pressure from a then Director and, as there was not at the time a minimum thickness in the rule book, the then Chief Scrutineer had deemed them as not relevant (They had worn through road use on donor car as opposed to being deliberately machined). Subsequently dimensions sourced had been inserted into the rule book and the particular worn discs on that particular vehicle removed and changed for new dimension compliant types.

Regarding the battery the then Chief scrutineer took the same view that as it had been missed at pre-race checking (Batteries not checked at that time) it was not relevant with regard to Post race checking. Again the battery was subsequently immediately changed to a compliant type.

Mr VM (Dir.) explained that with his new team he aimed to police the rules in a strict manner. What was previously done was not his concern. He considered any item whether missed at pre-race or not if found to be non-compliant would be taken to account at post race checking.

He considered the particular sump guard to be excessive both in size, material and weight. He regarded it as ballast and thus non-compliant and it had been confiscated to prevent any future refitting and or re-use.

A scrutineer WML explained what he had seen at pre race scrutineering when checking cars. The underneath of vehicles had been given a perfunctory check as the main concerns were wheelbase, restrictor and suspension.

Discussion followed including reference to. Specific rule 16.3. Sump-guards in general. Size and thickness and material of ones in use. Need for sump-guards as not all tracks are "Table tops". 2014 Nationals tracks required sump-guards to prevent damage. Some competitors race without guards at local smooth tracks but fit them when "away" at rougher tracks. Size of Micra sump compared to size of PAC22 guard. Guard permitted to protect gearbox as well as sump. Should sump guard be of a maximum specified thickness e.g. 3mm steel/alloy?

Mr VM (Dir.) confirmed again that the particular sump was non-compliant.

Mr VM (Dir.) requested that the future banning of sump-guards in Class 1 & 2 be taken back to leagues & clubs for discussion and views to be brought to next meeting.

The MAP Rep. enquired as to the situation regarding crankshaft balancing as there seemed to be clarity required regarding what was permitted. Crankshaft balancing using methods previously considered as "standard reconditioning practise" and thus compliant were now seemingly suddenly non-compliant as two competitors had found to their cost.

The Class 2 Cs explained that he had inspected the cranks and had been involved in deeming them as non-complaint.

Mr VM (Dir.) explained that Rule 1.5 iv & v. is clear as to what can and cannot be done.

The WML Rep. read out rule.

Discussion followed including reference to. Rule 1.5 iv & v. Balancing done for reliability not performance. Methods of balancing. Should it be outlawed in Class 1 & 2. Need to permit due to poor standard of finish or rough factory balance grinding on some engine cranks could be mistaken for non standard modification. Modern engines tend to be better finish.

Mr VM (Dir.) confirmed again that the particular crankshafts were non-compliant.

JA (Rad) commented if that was the case then please could clarification and or guidance be provided as to what Mr VM (Dir.) regards as a compliant method of balancing as it differs from typical engineering practise. There were two crankshafts here to be looked at and judged.

Mr VM (Dir.) commented that he was not prepared to look at the two crankshafts in the meeting and again explained that he and the Class 2 team know the rules and with his new team he aimed to police all the rules in a strict manner.

e. Rules Clarification requests from League Scrutineers

Roll cage feet – Bolts.

The EA+ Rep. enquired if the bolt head can be cut down to form a “half thickness head”. Also can “Half nuts” be used in place of full nuts? Some competitors are “lightening” bolts & nuts in this manner.

Mr VM (Dir.) confirmed that No. Neither “half head” or “half nut” are permitted for use to fix roll cage feet.

Attendance at Scrutineers Meetings – condition of vehicles from leagues that do not attend.

The CGTRO Rep. commented that they sometimes have non-compliant issues with cars from other leagues, particularly those that do not send representatives to scrutineers meetings. These non-compliant cars seem to race at own leagues whilst non-compliant with rules.

Mr VM (Dir.) confirmed all leagues are encouraged to attend these meetings as the transfer of information is helpful.

Non-Complaint vehicles.

The Class 2 Cs expressed concern that many blatant non-compliant items were found at pre-race scrutineering at both nationals. E.g. Class 1 – risers on suspension on Minis.

Mr VM (Dir.) confirmed that for 2015 the vehicles were permitted to rectify such items, but their leagues could be penalised once he has looked through the pre-race sheets, as some of these cars prevented other compliant competitors from qualifying.

For 2016 such vehicles may not be permitted to race and disciplinary procedures involved.

Mini Exhausts. – Baffles.

The WML Rep. enquired if the types without baffles were permitted? i.e. straight through silencer boxes.

Mr VM (Dir.) confirmed that No. All mini exhausts must be fitted with baffles. “Straight thru” silencer boxes prohibited.

Seat harness – Crutch Straps.

The S Rep. enquired if the crutch straps may go to the rear and not at 90 degrees as some harness manufacturers indicate that they must be fixed to the rear of the front of the drivers seat.

Mr VM (Dir.) explained that all the information he had seen says a single crutch strap must not go to the rear as it can damage the front edge of the seat. For a 6 point with thigh belts there was no problem.

The EA+ Rep. enquired if a steel bar was fitted to the chassis in an elongated inverted “U” across the seat front, was that acceptable?

It was agreed that this was a solution if the manufacturer required a single rearward mounting crutch strap

Flywheel protection.

The TD Rep. enquired of method of guard mounting. Can it be fixed to a panel?

It was confirmed that:

- Bolting direct to an alloy panel is not permitted.
- For Front Engined saloons it could be fixed to steel front bulkhead and or chassis.
- For Rear engined saloons it must be fixed to chassis.
- For specials it must be fixed to chassis.
- Securely fixed means bolted or welded.

5. JANUARY 2015 EDITION RULES & REGULATIONS

Rules for clarification. - None at present.

Rules for 2016.

Mr VM (Dir.) explained that for 2016 no new rule books will be printed. The 2016 rules will consist of the 2015 edition rule book plus an update issue sheet. The update will be available either by email or on the NASA website. Its form is yet to be agreed.

In the meantime ideas are needed for any changes to provide update material to be decided upon.

The CGTRO Rep. enquired if the update could be available before the Nationals.

6. A.O.B.

Disciplinary Procedures.

Mr VM (Dir.) explained that the NASA Board is to discuss disciplinary procedures with a view to amending them.

Roll Cage Tagging.

Mr VM (Dir.) explained that an extra person Mr DH (Dir.) is to be involved in tagging cages, as he is based in the north, and will deal with vehicles in that area.

With regard tagging in general the aim is to have meeting points for 20 or 30 vehicles locally at specific dates and times.

Tagging – Swopping of tags.

The WML Rep. expressed concern that there were rumours that certain competitors/constructors were allegedly swapping tags from one cage to another. i.e by removing part of cage with tag on to allow removal and fitting old tag to a possibly new non-compliant cage.

Mr VM (Dir.) explained that if this was found to be true then the competitor/constructor concerned would be subject to severe immediate disciplinary action. Banning from the sport would be considered.

Not mentioned at meeting but included for information. - The tagging rules in Members Handbook apply to roll cages.

No other items.

MEETING CLOSED 3.20 pm.

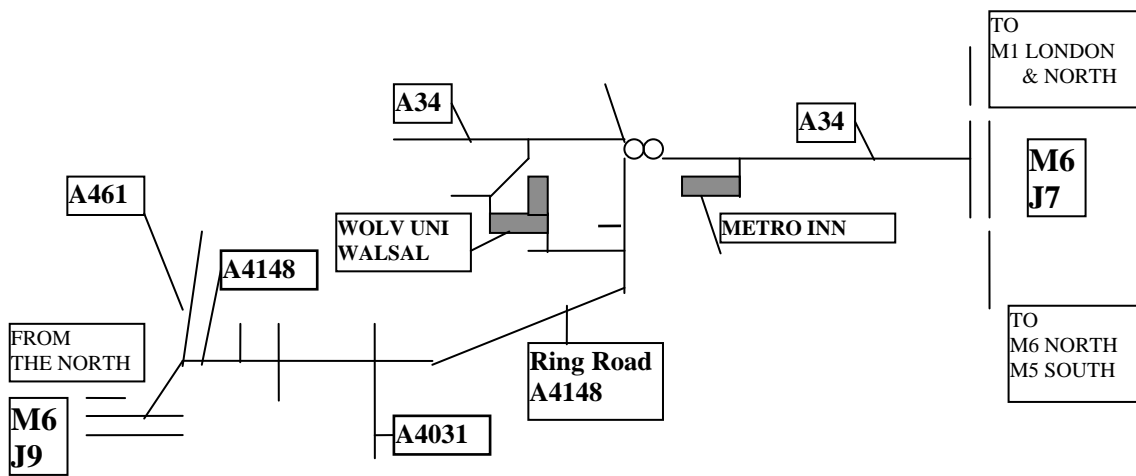
“Official” scrutineer’s jackets

Very few **“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.

1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2015/6 Edition Rule Book.
2. For future reference: **WANTED:**
Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
- 3 **FUTURE MEETINGS: 11.00 am. Metro Inn, Birmingham Rd, Walsall WS5 3AB**
Scrutineers Committee meetings: Provisional 2016 dates: /02/16, /04/16, /06/16, /10/16.
ALL DATES AND TIME TO BE CONFIRMED

NASA AGM 29 November 2015



People attending the meeting must park their vehicles in CAR PARK. PLEASE DO NOT PARK ON THE GRASS.

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

You are advised to bring your own refreshments.

The Metro Inn has a NO-SMOKING rule.

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

Men's National Championships 2015

RACE RESULTS.

Class 1 - 1st ARC38. 2nd NS19. 3rd SP43. 4th SC25. 5th SC15(gf). 6th S7Y. DNF SV101 & PAC57.
Note.

NS19 found wrong at post race scrutineering. Finished race in 2nd place. Disqualified.
3, 4, 5, 6, places all moved up one place. - 1st ARC38. 2nd SP43. 3rd SC25. 4th SC15.

Class 2 - 1st SV5. 2nd SC126. 3rd SC971. 4th R140. 5th PAC48. 6th NS15. 7th NW71. Excluded (rf) SV23.
Note.

SV5 found wrong at post race scrutineering. Finished race in 1st place. Disqualified.
2, 3, 4, 5, 6, places all moved up one place. - 1st SC126. 2nd SC971. 3rd LR140. 4th PAC48.

Class 3 - 1st SC83. 2nd SN27. 3rd NW99. 4th IK316. DNF SC87 & WS82. Excluded (rf) MA6. Disqualified (bf) 123F.

Class 4 - 1st CM7. 2nd PAC3. 3rd H31. 4th IK34. 5th SR10. 6th 40F. DNF Y777 & E220.

Class 5 - 1st LUD8. 2nd S33D. 3rd P24EM. 4th C69E. 5th CPHD7. 6th PAC37. 7th N582. 8th SS14.

Class 6 - 1st NS434. 2nd P7EM. 3rd Y16. 4th CA121. DNF NW5. Excluded (rf) E5, LM215, SP81.

Class 7 - 1st PHD72. 2nd C2. 3rd P23EM. 4th SP4. 5th Y34. 6th SC61. 7th LUD23. 8th S1.

Class 8 - 1st E112. 2nd LM17. 3rd S57. 4th BC55. 5th S27D. 6th PHD47. 7th WR20. Excluded (rf) WR38.

Class 9 - 1st ARC6. 2nd PHD1. 3rd S5D. 4th P5EM. 5th YD143. 6th BC98. 7th C96E. 8th IK10.

Class 10 - 1st SC13. 2nd SS6. 3rd Y40. 4th SC4. 5th 12F. 6th NS120. DNF BC22. Excluded (rf) ARC5.

Champion of Champions – ARC9 Phil Cooper Class 9.

Ladies & Junior National Championships 2015

RACE RESULTS.

Jnr Saloons - 1st SV212. 2nd SP129. 3rd S26Y. 4th SV24. 5th R299. 6th SL34. 7th SV202. DNF – TA211.

Class 1 – 1st CA28. 2nd ARC39. 3rd SC15. 4th SP43. 5th SN232. 6th M89. DNF S116Y. Excluded Black Flag R3.

Class 2 - 1st PAC22. 2nd R140. 3rd 1F. 4th ST474. 5th SC126. 6th LM63. DNF YD148 & SC51.
Note.

PAC22 found wrong at post race scrutineering. Finished race in 1st place. Disqualified.
2, 3, 4, 5, 6, places all moved up one place. - 1st R140. 2nd 1F. 3rd ST474. 4th SC126. 5th LM63.

Class 3 - 1st CM4. 2nd L44. 3rd SN269. 4th R169. 5th R70. 6th SN27. 7th C13E. DNF & GF C266E.

Class 4 - 1st PAC3. 2nd M60. 3rd CM7. 4th E220. 5th R144. 6th WS29. 7th TA13. DNF TA9.

Class 5 - 1st S45D. 2nd SC46. 3rd T9. 4th PAC2. 5th S8Y. DNF R71, Y64. Excl Black Flag R107.

Class 6 - 1st YD15. 2nd YD19. 3rd Y43. 4th S16Y. 5th IK93. 6th T47 (gf). 7th NS219 (gf). DNF IK64.

Class 7 - 1st Y2. 2nd TA30. 3rd Y78. 4th YD71. 5th LM30 (gf). 6th B27H. 7th SC121. 9th SP141 (gf).

Jnr. Specials - 1st ST17. 2nd SV2. 3rd SN1. 4th SS61. 5th WS110. 6th NS88. 7th NW47. 9th WS10 (gf).
Note.

Jnr. Special SV2 found wrong at post race scrutineering. Finished race in 2nd place. Disqualified.
3, 4, 5, 6, places all moved up one place. - 1st ST17. 2nd SN1. 3rd SS61. 4th WS110. 5th NS88.

Class 8 - 1st SC20. 2nd WR20. 3rd NS155. 4th LM17. 5th WR2. 6th SC17 (gf). 7th Y33. 8th ST74

Class 9 - 1st TA17. 2nd S5D. 3rd H150. 4th YD171. DNF Y6, Y500, LM8. Excluded Black Flag – H250.

Class 10 - 1st SR117. 2nd 77F. 3rd SL5. 4th YD11. 5th IK77. 6th TA99. DNF IK19. Excluded Black Flag – SS166.

Champion of Champions – PAC3 Alice Bevans. Class 4.

BF – Black Flag Disqualified.

(GF) – Green Flag – Docked 2 places.

ERF – Red Flag excluded.

DNF – Did not finish race.

DNS – Did not start race.

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POST RACE SCRUTINEERING RESULTS

CLASS	CAR No	CHECKED	COMMENTS	
1	1	ARC38	CYL HEAD, VALVE LIFT, BORE & STROKE CRANKSHAFT, CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS. CAMSHAFT SEAL – 181943.	OK
2	NS19		CYL HEAD, VALVE LIFT, BORE & STROKE CRANKSHAFT , CAMSHAFT LIFT & TIMING , EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS. CAMSHAFT SEAL – 181931.	WRONG
3	SP43		CYL HEAD, VALVE LIFT, BORE & STROKE CRANKSHAFT, CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS. CAMSHAFT SEAL – 181938.	OK
4	SC25		VALVE LIFT, CARB, DISTRIBUTOR, EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS. CAMSHAFT. CAMSHAFT SEAL - 181902	OK
5	SC15		VALVE LIFT, CARB, DISTRIBUTOR, EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS. CAMSHAFT. CAMSHAFT SEAL – 181975.	OK
6	S7Y		CARB, DISTRIBUTOR, EXHAUST EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
NF	SV101		CARB, DISTRIBUTOR, EXHAUST EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
NF	PAC57		CARB, DISTRIBUTOR, EXHAUST EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK
2	1	SV5	NISSAN. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, BORE & STROKE, CRANKSHAFT , CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL, GEAR RATIOS, SUSPENSION. CAMSHAFT SEAL – 0000095.	WRONG
2	SC126		NOVA. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, BORE & STROKE, CRANKSHAFT, CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL, GEAR RATIOS, SUSPENSION.	OK
3	SC971		NOVA. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, BORE & STROKE, CRANKSHAFT, CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL, GEAR RATIOS, SUSPENSION.	OK
4	R140		NISSAN. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, BORE & STROKE, CRANKSHAFT, CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL, GEAR RATIOS, SUSPENSION.	OK
5	PAC48		NISSAN. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, BORE & STROKE, CRANKSHAFT, CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL, GEAR RATIOS, SUSPENSION.	OK
6	NS15		NISSAN. PALGRAVE, RESTRICTOR VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
7	NW71		NISSAN. PALGRAVE, RESTRICTOR. VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
RF	SV23		NISSAN. PALGRAVE, RESTRICTOR, CYL HEAD, VALVE LIFT/DIA, VALVES, VALVE SPRINGS, BORE & STROKE, CRANKSHAFT, CAMSHAFT, DISTRIBUTOR, STEERING, DIFFERENTIAL, GEAR RATIOS, SUSPENSION..	OK
3	1	SC832	Engine within class limits.	OK
	2	SN27	Engine within class limits.	OK
	3	NW99	Engine within class limits.	OK
	4	IK316	Engine within class limits.	OK
4	1	CM7	BORE & STROKE CHECK - Engine within class limits.	OK
	2	PAC3	BORE & STROKE CHECK - Engine within class limits.	OK
5	1	LUD8	ENGINE SEALED	OK
	2	S33D	ENGINE SEALED	
6	1	NS434	Engine within class limits.	OK
	2	P7EM	Engine within class limits.	OK
7	1	PHD72	2 x MOTORBIKE ENGINE	OK
	2	C2	2 x MOTORBIKE ENGINE	OK

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POST RACE SCRUTINEERING RESULTS CONT.

CLASS	CAR No	CHECKED	COMMENTS	
8	1	E112	MOTORBIKE ENGINE - Engine within class limits.	OK
	2	LM17	MOTORBIKE ENGINE - Engine within class limits.	OK
	3	S57	MOTORBIKE ENGINE - Engine within class limits.	OK
	4	BC55	MOTORBIKE ENGINE - Engine within class limits.	OK
9	1	ARC6	BORE & STROKE CHECK - Engine within class limits	OK
	2	PHD1	BORE & STROKE CHECK - Engine within class limits	OK
	3	S5D	BORE & STROKE CHECK - Engine within class limits	OK
10	1	SC13	2 x MOTORBIKE ENGINE	OK
	2	SS6	Engine within class limits	OK
CHAMPION OF CHAMPIONS				
	PHILLIP COOPER	CLASS 9	ARC6	OK

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POST RACE SCRUTINEERING RESULTS

CLASS * CAR No *	CHECKED	COMMENTS	
JNR	SV212	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION.	OK
1			
	2 SP129	CYL HEAD, CAMSHAFT LIFT & TIMING, EXHAUST, THROTTLE BODY, DISTRIBUTOR, ECU, LOOMS, INJECTOR RAIL, MANIFOLD, SUSPENSION.	OK
	3 S26Y	VISUAL EXTERNAL ENGINE CHECK. SUSPENSION. SEALED. TO BE CHECKED AFTER BAS.	OK
	4 SV24	CYL HEAD, VALVE LIFT, CAMSHAFT LIFT & TIMING, EXHAUST, CARB, DISTRIBUTOR, STEERING, SUSPENSION, SHOCKS.	OK
	5 R299	CYL HEAD, CAMSHAFT LIFT & TIMING, EXHAUST, THROTTLE BODY, DISTRIBUTOR, ECU, LOOMS, INJECTOR RAIL, MANIFOLD, SUSPENSION.	OK
	6 SL34	CYL HEAD, CAMSHAFT LIFT & TIMING, EXHAUST, THROTTLE BODY, DISTRIBUTOR, ECU, LOOMS, INJECTOR RAIL, MANIFOLD, SUSPENSION.	OK
	7 SV202	VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
DNF	TA211	CYL HEAD, CAMSHAFT LIFT & TIMING, EXHAUST, THROTTLE BODY, DISTRIBUTOR, ECU, LOOMS, INJECTOR RAIL, MANIFOLD, SUSPENSION.	OK
=====			
1	1 CA28	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION.	OK
	2 ARC39	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
	3 SC15	CYL HEAD, VALVE LIFT, BORE & STROKE CAMSHAFT LIFT & TIMING, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION.	OK
	4 SP43	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
	5 SN232	VALVE LIFT CAMSHAFT LIFT & TIMING, CHECK. SUSPENSION	OK
	6 M89	VALVE LIFT CAMSHAFT LIFT & TIMING, CHECK. SUSPENSION	OK
	7 S116Y	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
	8 R3	VALVE LIFT, VISUAL EXTERNAL ENGINE CHECK SUSPENSION.	OK
=====			
2	1 PAC22	PALGRAVE, CYL HEAD, CAMSHAFT LIFT & TIMING, CRANKSHAFT, ENGINE, RESTRICTOR, BORE & STROKE, CRANKSHAFT , GEAR RATIOS, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION. SUMPGUARD (23KG (50LB)) .	WRONG
	2 R140	PALGRAVE, CYL HEAD, CAMSHAFT LIFT & TIMING, CRANKSHAFT, BORE & STROKE, ENGINE, RESTRICTOR, SUSPENSION, DISTRIBUTOR, GEAR RATIOS, STEERING, SUSPENSION.	OK
	3 1F	PALGRAVE, CYL HEAD, CAMSHAFT LIFT & TIMING, CRANKSHAFT, BORE & STROKE, ENGINE, RESTRICTOR, SUSPENSION, DISTRIBUTOR, STEERING, SUSPENSION.	OK
	4 ST474	PALGRAVE, CYL HEAD, CAMSHAFT LIFT & TIMING, ENGINE, RESTRICTOR, SUSPENSION, STEERING.	OK
	5 SC126	PALGRAVE, RESTRICTOR, VISUAL EXTERNAL ENGINE CHECK, SUSPENSION.	OK
	6 Nova	PALGRAVE, CYL HEAD, CRANKSHAFT, VISUAL EXTERNAL ENGINE CHECK.	OK
NF	YD148	PALGRAVE, CRANKSHAFT, VISUAL EXTERNAL ENGINE CHECK.	OK
NF	SC51	PALGRAVE, CRANKSHAFT, VISUAL EXTERNAL ENGINE CHECK.	OK
=====			

NASA 2015 L & J NATIONAL AUTOGRASS CHAMPIONSHIPS

POST RACE SCRUTINEERING RESULTS

CLASS * CAR No * CHECKED			COMMENTS		
3	1	CM4	Engine within class limits	OK	
	2	L44	Engine within class limits	OK	
=====					
4	1	PAC3	Engine within class limits	OK	
	2	M60	Engine within class limits	OK	
=====					
5	1	S45D	Engine within class limits	OK	
	2	SC46	Engine within class limits	OK	
=====					
6	1	YD15	Engine within class limits	OK	
	...2	YD19	Engine within class limits		
=====					
7	1	Y2	2 x 'MOTORBIKE ENGINE	OK	
2	TA30	2 x 'MOTORBIKE ENGINE	OK	
=====					
JNR	ST17		CYL HEAD, CAMSHAFT, BORE & STROKE, PISTON	OK	
SP 1			CONRODS, CRANKSHAFT, EXHAUST, CARB, DISTRIBUTOR, FLYWHEEL, CLUTCH, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS, HUBS, BRAKES.		
	2	SV2	CYL HEAD, ECU, BORE & STROKE, CYL HEAD, CAMSHAFT, BORE & STROKE, CARB, CRANKSHAFT, SUSPENSION, SHOCKS, HUBS, BRAKES.	WRONG Non-standard chip fitted.	
	3	SN1	CYL HEAD, BORE & STROKE, CYL HEAD, CAMSHAFT, BORE & STROKE, CARB, DISTRIBUTOR, CRANKSHAFT, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK	
	4	SS61	CYL HEAD, BORE & STROKE, CYL HEAD, CAMSHAFT, BORE & STROKE, CARB, DISTRIBUTOR, CRANKSHAFT, SUSPENSION, SHOCKS, HUBS, BRAKES.	OK	
	5	WS110	CRANKSHAFT, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS,	OK	
	6	NS88	CRANKSHAFT, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS,	OK	
	7	NW47	CRANKSHAFT, GEAR & DIFF RATIOS, STEERING, SUSPENSION, SHOCKS,	OK	
GF 9	WS10		VISUAL EXTERNAL ENGINE CHECK, SUSPENSION, SHOCKS.	OK	
Junior Specials Weights – All above minimum and OK					
=====					
8	1	SC20	MOTORBIKE ENGINE - BORE/STROKE – Engine within class limits	OK	
	2	WR20	MOTORBIKE ENGINE - BORE/STROKE – Engine within class limits	OK	
=====					
9	1	TA17	Engine within class limits	OK	
	2	S5D	Engine within class limits	OK	
=====					
10	1	SR117	2 x MOTORBIKE ENGINES	OK	
	2	77F	2 x MOTORBIKE ENGINES	OK	
=====					
CHAMPION OF CHAMPIONS					
	ALICE BEVANS	CLASS 4	PAC3	NISSAN	OK
=====					

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