

# NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S3MIN616/VM/GIJ – Web V.

SATURDAY, 18th JUNE 2016 - 11.00 am

METRO INN, WALSALL.

Present

<b>C. SCRUTINEERS</b>	<b>No.</b>	<b>LEAGUE</b>	<b>SCRUTINEERS CLUB</b>
Y	16	CGTRO(LINCOLN)	BC/CI 10 cs
*	25	C. SCOTLAND	CGTRO
Y	14	EAST ANGLIA	CGTRO
Y	01	EAST MIDLANDS	EA
Y	11	ESSEX	Esx
Y	24	FENLAND	Fenland
Y	02	GLOUCESTER	SN
*	18	KENT	SN
Y	07	MIDLAND AP	SWL
Y	09	NORTH WESTERN	WML
*	21	NORTHERN IRELAND	
Y	10	NORTH YORKSHIRE	
*	15	SHROPSHIRE AA	
*	04	SOUTH WALES	
*	19	THE DALES	
Y	05	SOUTHERN	
*	23	IRELAND	
Y	13	WEST WALES	
Y	06	WEST MIDLANDS	
Y	26	WELSH CELTIC	
Y	22	WILTSHIRE	
*	12	YORKSHIRE	

NASA Director – Scrutineering.  
NASA Assistant Scrutineer.  
NASA Assistant Scrutineer.  
NASA Director  
NASA Director  
NASA Scrutineers Secretary.

APOLOGIES: North Western LCs, North Yorkshire LCs, W.Midland LCs, Yorkshire LCs, NAC NT.

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

VISITORS:

**ASSOCIATION OF  
AUTHORISING  
BODIES**

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## 1. INTRODUCTION

The Dir. Scrutineering welcomed those present and thanked them for attending.

## 2. MINUTES OF PREVIOUS MEETING - 09/04/16 and MATTERS ARISING:

### Page 1. – Mini Electronic Ignition.

The Dir. Scrutineering enquired if any incorrect installation had been found.

The EM rep. and others stated that all those checked were found to be correctly installed.

### Page 1. – Front Engine Special..

The Dir. Scrutineering stated that the vehicle had recently been inspected and a list of the remedial works to ensure compliance given to the owner.

### Page 2. – Class 2 – Sump Guards

The Southern rep enquired if the 3mm limit applied from now or for 2017.

The Dir. Scrutineering stated that the maximum 3mm thickness applied from the date of previous meeting . i.e. it was in force now. It applies to both Class 1 and Class 2.

Ideally the fixings should be via/from central gearbox mounting to a limit of chassis rail width. Individual separate chassis rail fixing points are required.

A say support bar running from nearside chassis to offside chassis was not acceptable as it then becomes a chassis/suspension stiffening device. - If in doubt ask.

### Page 2. – Mini Pick Up.

The Wilshire rep. enquired if a space-frame construction is used can the panels be pop riveted together to form a "Pick Up bodyshell".

The Dir. Scrutineering stated that No. - The panels must be welded together. The use of pop riveting panels is prohibited due to the potential risk of rivet failure in the event of a collision/roll over. The competitor concerned must replace the riveted panelling with welded panelling.

The Wilshire rep. enquired of the situation where a pick up currently has a slightly longer roof and a wider "B" pillar. Must the vehicle be corrected now or for 2017.

The Dir. Scrutineering stated that provided the vehicle has no technical advantage in its construction (i.e. the roof and pillars are such that it enables driver to sit further back for weight distribution advantage or similar) then the remedial works so that it complied with stated dimensions, would required so the vehicle complied for January 2017. If there is a advantage then it must be remedied now.

### Page 2. – Specials – Engine within chassis.

The Wilshire rep. stated that there seemed to be many Class 8 specials with approx 10 or 20mm of the engine cam cover outside of the main chassis/rear brace bars. Is this acceptable?

The St rep explained that this is covered by rule 6.4 Page 14.

Brief discussion followed including reference to. Original rule introduced to ensure engine & gearbox protected in event of roll or rear impact. Also introduced as the result of special losing its gearbox, nearly into the spectator area, to hold unit within chassis if mountings failed. Methods of construction popular with the various chassis constructors. Not a problem when engines fitted forward of axle or using same configuration as standard motorbikes. Has become an issue since reversed units fitted. Also when engines are replaced by ones of different manufacturer than originally fitted. Requirements for additional bar work to be fitted for compliance such that engine does not strike ground first when rolled.

The Dir. Scrutineering asked for feedback on this in order for discussions with constructors to take place and for clarifying for 2017.

### Page 3. – Seat Mountings.

The CGTRO rep. enquired if mountings can be fitted via the seat side rather than base. Some seat manufacturers recommend this using their correct brackets.

Brief discussion followed including reference to types of mountings available. Types of incorrect mountings found. Unsuitable mountings found.

The Dir. Scrutineering explained that if it is a Kirkey seat then side mounting is acceptable, provided the correct Kirkey side brackets are correctly fitted and used.

If a manufacturer stated base mounting then it must be followed.

If the manufacturer requires side mounting, then that must be followed.

If they said either then either can be used.

If a manufacturer requires a certain type of bracketing to be used then that must be complied with.

For all seats the manufacturers fitting recommendations must be complied with.

It must be noted that for Saloons with a space-frame construction and floor-frame, then the seat must be mounted to the floor-frame not the steel floor.

For a special the seat must be mounted to the chassis not the steel floor.

Also the spacing of any mounting point must be sensible. They must not be very close together.

### **Page 5. – Tagging.**

The E. Midlands rep. queried the contact procedures as some competitors are still asking to have cars done.

The Dir. Scrutineering explained that as from January 2017, only race cars that have been fitted with a tag will be permitted to race. This will include the Scunthorpe test day.

No specific tagging session dates or locations have yet to be organised. Many vehicles have already been tagged. All current un-tagged vehicles and any newly constructed for 2017 will have to be tagged.

The Board are looking at arranging dates and locations and once decided upon will be publicised.

Brief discussion followed including reference to current distances some competitors have to travel for tagging, sometimes up to 3 hours drive from local club. Several competitors seemingly reluctant to get inspected for tagging due to possible non-compliance issues with their vehicles.

The Wilshire rep. enquired if a vehicle that had needed roll cage repairs following incident at MAP open, now repaired, needed to be re-tagged.

The Dir. Scrutineering stated that YES it must be re-inspected for re-tagging.

Brief discussion followed including reference to chasing up procedures for tagging following accident damage. Suggestion that if damage obviously means a major or roll cage/main chassis repair, then the local Chief Scrutineer removes tag and forwards it onto Mr Mackenzie to ensure re-inspection/re-tagging.

The Dir. Scrutineering stated that the Board will look at creating a “paper trail” to suit and all suggestions will be considered.

There were no other matters arising.

PROPOSED: East Anglia rep.

SECONDED: CGTRO rep.

That the minutes be accepted as a true record.

**UNANIMOUS**

**CARRIED**

### **3. CORRESPONDENCE:**

Email – Mr John Gay (Xworx).

The Dir. Scrutineering read out email content.

Précis of content.

Mr J. Gay had attended a meeting in the past and expressed various concerns regarding general safety of roll cage construction. None had been acted upon. He had since witnessed many on track incidents where the “A” pillar roll cage had moved. Also at the recent MAP Open a vehicle “A” pillar had collapsed.

The following suggestions are for consideration.

1. Increase roll cage hoop, “A” pillar uprights, floor cross bars in size for all new cars built from 2017 or 2018.
2. Put additional bar from top of pillar to bottom of roll cage foot to provide extra support. – Shallow rakes of screen on modern cars make it easier for cage to collapse.
3. Extra diagonal bars in roll cages to increase stress resistance.
4. All cars built before above dates to have a ballast penalty due to extra weight of increase size bars. This to reduce penalty of the newer heavier cars.

In current Xworx Class 7's there are 13 extra bars to the mandatory NASA ones. The main hoop is 38.03mm instead of 31.75mm. Rear beam 50.88 and thicker. Crossbars 31.75mm rather than 25.4mm. The increase sizes make the cars more resistant to damage. These requirement should come from NASA not him as a constructor.

Some owners have complained because his cars are heavier by approx 15Kg. If the sizes were mandatory for all the cars would not have a weight penalty.

Action needs to be taken now. More than happy to attend meetings with scrutineers/constructors to take this further. The suggestions are made for the good of the sport not for any company advantage.

Brief discussion followed including reference to the above suggestions. None disagreed for possible application in modified classes (3 – 7). Class 1 & 2 seemingly have adequate construction at present.

The Dir. Scrutineering stated that the suggestions will be considered when preparing the rules for 2017 and onward.

There was no other correspondence received.

#### **4. VEHICLE CONSTRUCTION RULES & REGULATIONS.**

**a. Class 1:** Experimental contactless ignition update. – As previous meeting – See matters arising.

**Class 2.:** Experimental vehicles / Trials.

The Dir. Scrutineering stated that the Peugeot 107 and Citroen CI had not progressed any further.

No new applications for experimental vehicles had been received.

No update on progress of current experimental vehicles racing had been received. – This will be chased up.

**b. Tyres – Update / Testing.**

The Tyre Co-ordinator & E.M. rep explained that little had changed from previous meeting. Tredex is mainly an internet seller. There is now seemingly 1 main provider at trackside.

Tyre softness appears to becoming an issue again after being dealt with in the past. Seemingly at a hot weather meeting tyres appear to get “shredded” easier – 1 race.

Brief discussion followed including reference to. Suppliers. Testing of hardness. Weather affecting tyre performance.

The Dir. Scrutineering asked Mr T. Allen to carry out some tyre hardness checking for a report to Board.

**c. Scrutineering Report.**

Tagging:

The Dir. Scrutineering stated that following tagging spot checks will be carried out to ensure compliance is maintained.

Head Room Modifications:

The Dir. Scrutineering explained that there was an ARC special with inadequate head room clearance. The roof had been lifted by fitting raised crossbars. The vehicle had since rolled with little damage.

He enquired of the opinion of those present. Photographs shown.

It was agreed that the modification was not fully compliant. Additional support roof side bars should be fitted such that the crossbars are straight not bent.

The Dir. Scrutineering to contact constructor/competitor to ensure remedial work is carried out.

Special Roll Cage Uprights:

The Dir. Scrutineering explained that a Class 10 Special had been modified to accommodate longer rear suspension bottom arms. This had involved modifying the rear upright such that near the base was a bend or curve in place of a vertical bar. Similar to a “bite” out of the lower part of the upright. The longer arms had not “worked” so the original ones had been re-fitted.

In view of possible copying by others was this modification acceptable?

Brief discussion followed including reference to Figure 1c showing view AA towards front regarding permitted deviation of rear upright. Also rules requiring straight uprights.

It was agreed that the modification was non-compliant and was beyond the permitted deviation.

The Dir. Scrutineering to contact constructor/competitor to ensure remedial work is carried out.

Penalties for scrutineering irregularities.

The Dir. Scrutineering explained that he has concerns regarding the lack of a deterrent in the current penalties for scrutineering irregularities. Competitors seemingly have less to fear now than in the past.

A graded penalty system is required to ensure there is a proper deterrent.

He invited comments.

It was agreed in general terms that there is support for some sort of graded system. However this would require feedback from Leagues etc; on types of penalty and grades of.

#### Abuse by competitors.

The Dir. Scrutineering explained if abuse is received from a competitor or member then it is better to walk away and not get into an argument. If there is aggravation etc; do not sign licence or any paperwork that enables the car concern to race.

Report the abuse to himself or other Board member so that any necessary disciplinary action can be taken.

#### Seat Belt Mountings.

The Dir. Scrutineering explained that he had concerns regarding the fixing of harnesses to rear seat panels. There is a drawing for Class 1 but not for Class 2.

Ideally the mountings should now be off the floor frame as the seat mounting bar can be used as a guide for the shoulder strap. E.g. Figure 6 could be amended to suit.

It was agreed in general terms that the rear panel should not be used due to the flimsiness of modern panels.

The Dir. Scrutineering explained that the correct harness fittings be used in conjunction with correct fixing brackets. It is not permitted to:

Weld eyebolts to the vehicle body panels. The bolts must be correctly fitted using correct mounting sandwich plates.

Use a bolt to fit "a Clip On" harness. The bolt will wear away the clip and loosen the harness. The correct eye bolt and clip must be used.

### **National Autograss Championships 2016**

i. Club & League responsibilities. - Club and League all in hand.

Bay 1 - Host league to supply 6 persons for brake/safety checks.

Bay 2 – Host league to supply 10 no "Signing on" persons – 1 per class.

#### ii. General.

3 No. Scrutineers per class on lanes plus someone doing paperwork.

Any illegality to be refused.

The Dir. Scrutineering explained that only minor repairs for compliance will be permitted.

Race cars found with non-compliant components at pre-race checking e.g. Class 1 - Modified rear trumpets, alloy pedals, alloy roll cage feet plates etc; will not be permitted to race. The non permitting of such parts is well known therefore their use will be deemed as deliberate non-compliance and hence disqualification.

Pre- NAC checking is highly recommended.

*Note. The Pre-Season check sheets may be used to pre-scrutineer vehicles for 2016 Nationals for competitors/officials.*

*They are on NASA website for downloading.*

**2 pages per Class. First page = Main compliant sheet for "Signing of". Second Page = Items for checking and "signing off".**  
*Alternatively League scrutineers that have been sent copies may forward on to competitors..*

#### Noise Test.

Mr R.H. & Mr G.M. dealing with noise testing.

#### Scrutineers.

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

A few Leagues have already replied - Any more??

*Note. Volunteer scrutineers will be given gate refund and award for "Working" at NAC's.*

**Bay 2 : NASA CLASS SCRUTINEERS LIST PROVISIONAL**

CLASS	SCRUTINEER	MEN'S		LADIES & JNR	
		CLUB/LEAGUE	SCRUTINEER	CLUB/LEAGUE	SCRUTINEER
1	<b>D. Robins</b>	SN	<b>D. Robins</b>	SN	
	T. Appleton		T. Appleton		
	<b>D. Digby</b>	SN	<b>Dave Digby</b>	SN	
2	<b>D. Mabey</b>	F			
	<b>A. Taylor</b>		<b>A. Taylor</b>		
	<b>C. Taylor</b>		<b>C. Taylor</b>		
	<b>R. Rolls</b>	Fen	<b>R. Rolls</b>		
3	<b>S. Smith</b>		<b>S. Smith</b>		
	<b>D. George</b>	SN	<b>D. George</b>	SN	
	<b>I. Fay</b>	Wsx	<b>I. Fay</b>	Wsx	
	<b>T. Simmonds Grant</b>	SN	<b>T. Simmonds Grant</b>	SN	
4	<b>J. Napier</b>	S			
			<b>D. Mabey</b>	F	
5	<b>J Knipe</b>	CGTRO	J Knipe	CGTRO	
	K. Chapman		K. Chapman		
	P. Tateson		P. Tateson		
6	<b>R. Corbett</b>	WW	<b>R. Corbett</b>	WW	
	M. James		M. James		
	<b>R. Napier</b>	Wsx	<b>J. Napier</b>	S	
7	J. Heselton		J. Heselton		
	<b>K. Smith</b>	SN	<b>K. Smith</b>	SN	
8	<b>K. Butcher</b>	SN	<b>J.Sp</b>		
	<b>D. Mullen</b>	Wr	<b>K. Taylor</b>	SN	
			<b>K. Butcher</b>	SN	
9	<b>L. Bowen</b>	BC	<b>8,9,10.</b>		
10	<b>T. Allen</b>	EM	<b>L. Bowen</b>	BC	
			<b>T. Allen</b>	EM	
			<b>D. Mullen</b>	Wr	
NOISE:	<b>G. Makar</b>	St	<b>G.Makar</b>	St	
	<b>R. Hazard</b>	St	<b>R. Hazard</b>	St	

**TYRES – T. Allen.**

**Bold Type** = Confirmed as volunteering for 2016 NAC  
 Normal Type ? = Volunteered in past not confirmed for 2016 NAC

Following Leagues:  
 Forms not returned therefore seemingly no volunteers for 2016 including League Chief Scrutineer.

C. SCOTLAND, ESSEX, KENT, MAP, N. IRELAND, SHROPSHIRE AA, SOUTH WALES, THE DALES, IRELAND, WELSH CELTIC, YORKSHIRE.

More persons are required.  
 See Scrutineering times guide in reminders section at end of minutes.

The Dir. Scrutineering to deal with passes for volunteers.

Post race Checking

The gasket costs will only be paid for vehicles stripped on the day on the field.  
 Up to a maximum of : Class 1 & 2 £50, Class 3 - 10 £50.  
 Oil allowance of: All Classes - £20.

**e. Rules Clarification requests from League Scrutineers.**

**Class 1 – Nissan Micra – Engine type.**

Can “Coil Pack” engine be used?

The Scrutineers Sec. commented that this had been asked prior to meeting and he had contacted Mr M.E. who had confirmed - NO the coil pack engine (Distributorless ignition system controlled by engine management ECU with coil per cylinder built into the spark plug cap) is fitted to Post January 2000 vehicles so is prohibited.

Can be identified by: -

No distributor is fitted.

Cylinder head had no casting point for distributor.

Starter motor on front of engine rather than rear.

Main Crankshaft angle sensor is not fitted, but a camshaft position sensor is.

Mr M.E. is to provide more information soon.

**Class 1 – Nissan Micra Wheels**

Can Vauxhall wheels be modified for fitting? - The centre bored out etc;

The Dir. Scrutineering stated that NO the wheels must be correct for the vehicle. Either original manufacture or proprietary aftermarket replacements. Modification by machining other vehicle wheels to fit is not acceptable.

**Class 1 – Nissan Micra – Door skins.**

Can they be completely skinned?

The Dir. Scrutineering stated that NO. Only the inside part may be skinned. This to be looked at for future.

**Class 1 – Nissan Micra – Engine management diagnostic data reader plug/OBD connector.**

Can this be removed? Also were not some models produced without one?

The Dir. Scrutineering stated that NO. The plug must be retained and “work”. i.e. when plugged & connected to a reader an output must be produced and shown on the reader.

All vehicles were produced with a data/fault code reader plug. The rumour that some were not is untrue.

*Not stated at meeting but included for information*

*On all up to 2000 models a wiring block connector is incorporated in the engine management circuit (Under fascia to the right of steering column into which the diagnostic tester can be plugged.*

*The Self-diagnostic tester is clipped to the base of the fusebox.*

**Class 2 – Use of “polybushes” and or uprated bushes.**

The East Midland rep. enquired if these were permitted as a competitor had purchased a car and “Yellow” colour bushes were found to be fitted in place of black colour ones.

The Dir. Scrutineering stated that uprated bushes may be fitted, provided they fit within original mountings.

The Scrutineers Sec. commented that some proprietary replacement bushes used to be graded by colour by certain manufacturers to show the level of stiffness upgrade. (i.e. Yellow = mild. Blue = Medium. Purple = High). However the different grades are all currently available in the colour black, depending on manufacturer.

**Class 2 - Suspension**

The Southern rep. enquired as to situation regarding rumours of change to suspension rules.

The Dir. Scrutineering stated that the idea is to restrict expense by amending rules. However no details had been discussed or formulated yet.

**Class 3 - Wheelbase**

The Southern rep. enquired as to situation regarding rumours of change to wheelbase rules.

The Dir. Scrutineering stated that suggestions had been received from Mr L. Almond regarding wheelbase shortening for FWD conversions' to compete with older short wheelbase RWD, and outlined them. However no details had been discussed or formulated yet.

Brief discussion followed including reference to collecting datum point's data on some vehicles to ensure wheelbase is correct and wheels are in the correct location in the bodyshell. i.e. whole wheelbase not moved forward or back. Also reference to use of older RWD vehicles - If there is a desire to prohibit, then easier to consider introducing a future time limit for a specific cut off date to end their use.

#### **Class 4 & 6 - Exhausts**

The Southern rep. enquired as to end point of exhaust.

The Dir. Scrutineering confirmed that it must end within 50mm of bodywork. The outlet ending say halfway down original boot floor area is not acceptable. It must end close to body to enable correct noise testing to take place. If it is too short the noise tester can deem the car non compliant until the exhaust is extended.

#### **Roll Cage Hoops.**

The MAP rep. enquired if the roll cage hoop definitions and descriptions were correct as many vehicles do not fully comply. The wording suits a nearside to offside formed hoop rather than a front to rear upright formed hoop with nearside to offside cross bars.

Following brief discussion of points of contention The Dir. Scrutineering agreed to look at this during 2017 rules discussions.

#### **Identification**

The Wsx rep. enquired if lower case lettering is permitted. A few competitors have started to use them and it is making lap scoring difficult. The competitors have chosen to ignore compliance advice.

The Dir. Scrutineering confirmed that NO - all identification lettering must be uppercase as shown on rule book drawing.

Following brief discussion it was agreed that the best way to remedy this is for the lap scorers to ignore vehicles concerned. i.e. not lap score them. If the competitors complain refer them to the scrutineers.

### **5. DRAFT RULE CHANGES:**

The Dir. Scrutineering explained that the rule changes for 2017 were due for discussion shortly. All interested parties must contact him so that suitable meetings can be arranged.

- a. Rule change requests from Leagues. – None specific, however comments at scrutineers meetings will be considered.
- b. Rule change requests from Chief Scrutineer. – General update of some rules including comments from constructors and various clarifications discussed at this committee.
- c. Rule change requests from Board of Directors. – None additional to above.

### **6. ANY OTHER BUSINESS:**

#### **Gear Lever mounting point.**

The Essex rep. enquired if a gear lever can be mounted off seats.

The Dir. Scrutineering confirmed that NO it cannot wholly be seat mounted. There must be a mounting off the chassis floor frame also.

#### **Class 4 & 6 - Rear body work.**

The West Wales rep. expressed concerns regarding height of rear bodywork. Some vehicles are very high off ground such that a following vehicle has the potential to almost drive under the rear panel.

Brief discussion followed including reference to the rear bodywork should be down to wheel centre rather than tyre top.

The Dir. Scrutineering commented that the apertures remaining after rear light removal should ideally be filled in to the level of the tailgate bottom. This to be looked at for 2017 rules.

Meeting Closed 2.15 p.m.



N.B. REMINDERS:

- 1. Next Meeting:**  
Names of those wishing to scrutineer at both the NAC's and L & J NAC's must be brought to the meeting, in order to allocate personnel to each class. League Chief Scrutineers should assist at the NAC's.
- 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 (Sec.) 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 may be charged a certain sum of money and the jackets confiscated.

<b>2016 National Autograss Championships</b>	<b>Javelin Park Little Haresfield, Gloucester GL10 3DP</b>	<b>5<sup>th</sup>, 6<sup>th</sup> &amp; 7<sup>th</sup> August 2016.</b>
<b>Host: Wiltshire league</b>	<b>www.national-autograss .co.uk</b>	
Scrutineering times: (All to be confirmed)	<b>FRIDAY: Noise Testing</b>	<b>2.00 p.m. -- 3.30 p.m. (Break 3.30 - 4.30) 4.30 p.m. -- 7.30 pm.</b>
	<b>FRIDAY: Scrutineering</b>	<b>2.00 p.m. -- 4.00 p.m. (Break 4.00 – 5.00) 5.00 p.m. -- 8.00 pm</b>
	<b>SATURDAY: Noise Testing</b>	<b>7.30 a.m. -- 8.30 a.m.</b>
	<b>SATURDAY: Scrutineering</b>	<b>8.00 a.m. -- 9.00 a.m.</b>
	<b>SUNDAY: Scrutineering</b>	<b>8.30 a.m. -- 9.00 a.m. (Repaired vehicles only)</b>
<b>2016 Ladies &amp; Junior National Autograss Championships</b>	<b>Javelin Park Little Haresfield, Gloucester GL10 3DP</b>	<b>2<sup>nd</sup> 3<sup>rd</sup> &amp; 4<sup>th</sup> September 2016.</b>
<b>Host: Wiltshire league</b>	<b>www.national-autograss .co.uk</b>	
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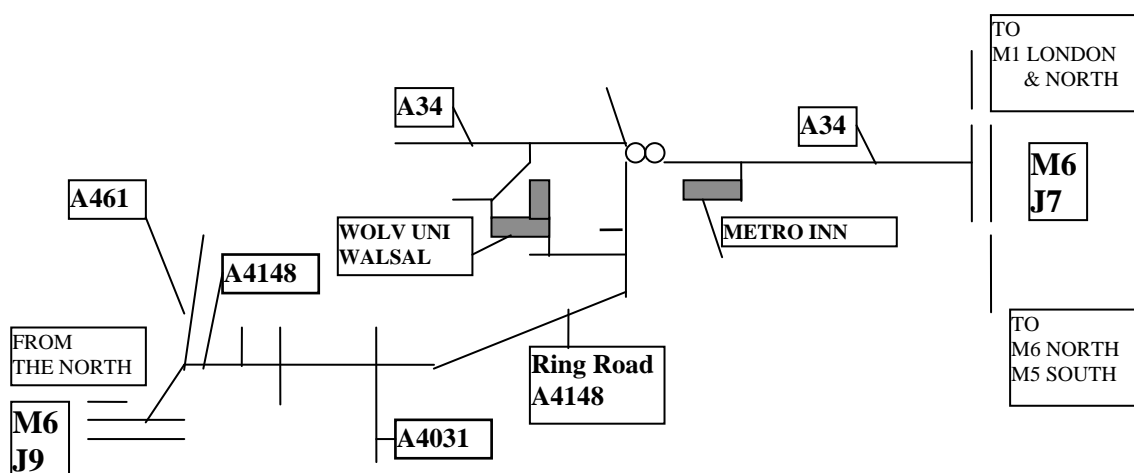
**NOTE:**

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

1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2015/16 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**

SATURDAY 08<sup>th</sup> OCTOBER 2017 Rules

**NASA AGM 27 November 2016**



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

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

**You are advised to bring your own refreshments.**

**The venue has a NO-SMOKING rule.**

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

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## 2016 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-adhesived) for vehicles must be provided by host League, they are to be as NASA approved design and delivered to Scrutineers Secretary well in advance of start of scrutineering at each NAC.

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

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

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

NASA scrutineers responsible for 2nd general check lanes, with Assistant Scrutineers for lanes 1 - 5, and responsible for lanes 6 - 10, with Mr V. Mackenzie in overall charge.

If any Scrutineer has a query the first contact is the Assistant Scrutineer for the class involved, if answer cannot be given/agreed Mr V. Mackenzie 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 duly completed by Mrs Harper and League Official 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.

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 and will not race.

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

**Form VL1.**

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

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

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

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 £50, Class 3 - 10 £50.  
Oil allowance of: All Classes - £20.**

**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 p.m. – 3.30 p.m. Break 3.30/4.30 4.30 p.m. – 7.30 p.m.	FRIDAY: Noise Testing	2.00 p.m. – 3.30 p.m Break 3.30/4.30. 4.30 p.m. – 7.30 p.m.
FRIDAY: Scrutineering	2.00 p.m.-- 4.00 p.m. Break 4.00/5.00. 5.00 p.m. -- 8.00 p.m.	FRIDAY: Scrutineering	2.00 pm – 4.00 p.m. Break 4.00/5.00. 5.00 pm – 7.30 p.m
SATURDAY: Noise Testing	7.30 a.m. – 8.30 a.m.	SATURDAY: Noise Testing	7.30 a.m. – 8.00 a.m.
SATURDAY: Scrutineering	8.00 a.m. – 9.00 a.m.	SATURDAY: Scrutineering	8.00 a.m. – 9.00 a.m.
SUNDAY: Noise Testing	As required	SUNDAY: Noise Testing	As required
SUNDAY: Scrutineering	8.30 a.m. -- 9.00 a.m. (Repaired vehicles only)	SUNDAY: Scrutineering	8.30 a.m. -- 9.00 a.m. (Repaired vehicles only)

Bay 1: Host League members: Host Leagues to forward list of names a.s.a.p. Minimum = 6 Scrutineers & 4 Marshals Total = 10.

Bay 2 Host League members: "Signing On" personnel - Minimum = 1 per lane Total = 10.

**Bay 2 : NASA CLASS SCRUTINEERS LIST PROVISIONAL**

CLASS	MEN'S		LADIES & JNR	
	SCRUTINEER	CLUB/LEAGUE	SCRUTINEER	CLUB/LEAGUE
1	<b>D. Robins</b>		<b>D. Robins</b>	SN
	T. Appleton		T. Appleton	
	<b>D. Digby</b>	SN	<b>Dave Digby</b>	SN
	<b>D. Mabey</b>	F		
2	<b>A. Taylor</b>		<b>A. Taylor</b>	
	<b>C. Taylor</b>		<b>C. Taylor</b>	
	<b>R.Rolls</b>	Fen	<b>R.Rolls</b>	
	<b>S. Smith</b>		<b>S. Smith</b>	
3	<b>D. George</b>	SN	<b>D. George</b>	SN
	<b>I. Fay</b>	Wsx	<b>I. Fay</b>	Wsx
	<b>T. Simmonds Grant</b>	SN	<b>T. Simmonds Grant</b>	SN
	<b>J. Napier</b>	S		
4			<b>D. Mabey</b>	F
5	<b>J Knipe</b>	CGTRO	<b>J Knipe</b>	CGTRO
	K. Chapman		K. Chapman	
	P. Tateson		P. Tateson	
6	<b>R. Corbett</b>	WW	<b>R. Corbett</b>	WW
	M. James		M. James	
	<b>R. Napier</b>	Wsx	<b>J. Napier</b>	S
7	J. Heselton		J. Heselton	
	<b>K. Smith</b>	SN	<b>K. Smith</b>	SN
8	<b>K. Butcher</b>	SN	<b>J.Sp</b>	
	<b>D. Mullen</b>	Wr	<b>K. Taylor</b>	SN
9	<b>L. Bowen</b>	BC	<b>K. Butcher</b>	SN
10			<b>8,9,10.</b>	
	<b>T. Allen</b>	EM	<b>L. Bowen</b>	BC
			<b>T. Allen</b>	EM
			<b>D. Mullen</b>	Wr

TYRES – T. Allen

<b>NOISE:</b>	<b>G. Makar</b>	St	<b>G.Makar</b>	St
	<b>R. Hazard</b>	St	<b>R. Hazard</b>	St

Other Scrutineers are required and welcome to turn up on day & volunteer.

Note.

Each Scrutineer will be given refund & 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. 1.45 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 7, 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 is no longer acceptable and will not be permitted.