

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S3MIN0617/VM/GIJ

SUNDAY, 10th JUNE 2017 - 11.00 am

METRO INN, Birmingham Road, Walsall WS5 3AB.

Present

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

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

APOLOGIES:

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

VISITORS:

**ASSOCIATION OF
AUTHORISING
BODIES**

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

NASA Director VM welcomed those present, and thanked them for attending.

2. MINUTES OF PREVIOUS MEETING - 08/04/17 and MATTERS ARISING:

Page 1. Special Fronts.

The A. Scrut. RS reminded those present that as it is likely that there were still specials with incorrect sizes bulkhead/front bars racing, scrutineers must continue to check that these bars are correct.

Page 1. – Micra Tunnel Plate.

NASA Director VM explained that this was the secondary panel fitted to the Micra “tunnel”.

The Southern Rep. & EA Rep. agreed to provide photographs to NASA Director VM of a “tunnel” with the secondary plate removed and with the secondary plate fitted.

Page 1. - Specials Seat belt mountings.

CGTRO Club Scrut. commented that the belts were still not being fitted correctly by a minority.

NASA Director VM explained that the rule 14.2 on page 31 of the 2015 book covers what is required and all vehicles must comply.

Page 1 – Mr J. Gay correspondence.

NASA Director VM explained that the letter reference to 38mm tube use had seemingly caused disquiet between some constructors as a recent track incident involving Class 7 C2 had revealed that the space-frame had been constructed of 32mm tube by Mr J. Gay. The incident had resulted in a severely twisted and bent space frame & roll cage. Photographs of the car were shown to those present.

The A. Scrut. AT commented that the choice of 32mm tube over Mr J. Gays preferred and usual 38mm tube was the result of customer instruction.

Brief discussion followed including reference to future such customer instructions should be ignored. Other class 7 vehicles (38mm) having rolled that day had had minimal damage. Existing 32mm cages should be monitored and advice given to fit additional bars or upgrade to 38mm. Use of different specification steel – CDS & CFS.

NASA Director VM explained that the vehicle C2 had been rebuilt with only a few parts usable from the original space frame. The bar sizes had been upgraded to 38mm where applicable.

NASA Director VM explained that in the event of an incident that resulted in roll cage/spaceframe damage – bent bars, twisted chassis etc, the blue tag must be removed. Also red tag if fitted. The details must be reported back to himself complete with photographs and description in order that a database can be built for future reference.

The WML Rep. commented that the C2 tag had been removed at the time.

The MAP Rep. commented that at the recent MAP event 2 specials had had tags removed due to incident damage.

NASA Director VM explained that he is to arrange a constructors meeting soon where the above can be discussed with them.

Page 2 – Micra rear suspension components.

Still concerns that some components such as the rear bush are unavailable.

NASA Director VM explained that as some components such as bushes are shared between makes and models, if the specific part number could be obtained then an alternative could be sourced.

Also if other vehicle bushes were of the same sizes and so similar as to be identical and provided no advantage, then a case could be made to permit the changing of the standard production bush for a NASA specified replacement. Therefore if the information could be sourced and then forwarded to him a way forward could be planned.

Page 2 – Scrutineers reports.

NASA Director VM commented that as the season gets underway these are now required. There have been several race meetings where report there has been none. Scrutineers must provide reports, whether basic or detailed.

Page 4 – Audi TT

NASA Director VM confirmed that the vehicle is not eligible for any NASA class.

The Scrut. Sec. explained that the Audi TT is described in technical literature as a: 2+2 convertible/Roadster/ Sport/Coupe.

It is not described in any manufacturer's or technical literature such as Glasses Guide publications, as a saloon or sports saloon as required by vehicle construction rules. Therefore the bodyshell may not be used.

There were no other matters arising.

PROPOSED: EA Rep.

SECONDED: CGTRO Rep.

That the minutes be accepted as a true record.

UNANIMOUS

CARRIED

3. CORRESPONDENCE:

CGTRO – Agenda item requests.

1. – Tyres.

The CGTRO Rep. explained that the league wish the introduction of a control tyre be considered for certain classes. The reasons are: Cost involved at present. Better wear rate. Reduction in vehicle speed on track.

NASA Director VM commented that this will be discussed later in meeting.

2. Penalties for scrutineering irregularities at BAS/UKAC

The CGTRO rep. explained that the league wish this discussed as the penalties for these meetings seem small.

3 Micra's found wrong at 1st UKAC and just disqualified and lost their points to that date. Not aware of any other penalties by League, club or NASA.

The TD Rep. commented that the YD cars involved were also disciplined at league by having all club/league points removed.

NASA Director VM explained that the new "Red" tag system will include a reference to vehicle legality with a form that is signed by competitor that the vehicle complies. If later the vehicle is found non-compliant then NASA disciplinary procedures are commenced. (Current proposal 12 month ban). Other disciplinary tariffs were being discussed at Board.

Also his report to the Chairmen's meeting includes reference to the fact that leagues and clubs must do more regarding the checking of race vehicles.

General discussion followed including reference to. Pre nationals checking of vehicles. Past non-compliant issues. Past penalties. Competitor being penalised, but vehicle or engine builder not. Not all competitors are technically sufficient and purchase and race rather than build and race.

There was no other correspondence received.

4. VEHICLE CONSTRUCTION RULES & REGULATIONS.

a. Class 1:

Mini – Ride Height.

The A. Scrut. RS commented whether it was time to introduce a specific mini ride height checking dimension in a similar manner as the Micra & Yaris? E.g. a Minimum front height and a maximum rear height.

Brief discussion followed including reference to. Seemingly very high ride height on rear of some minis. Use of bent rear arms. Existing rule 17.8. page 57 is being exploited by some.

NASA Director VM commented that this needs further investigation. Also any future specified figure included in say the 2018 rules would be without the driver in vehicle. The WML Rep. and Class 1 Scrut to investigate.

Also any misuse of components to achieve a high rear ride height is a disciplinary matter. Bent arms etc must be replaced with standard production items.

Nissan Micra – Rev Limit.

The A. Scrut. RS commented that many have been checked and the figures vary. Nissan say 6500 max (Mechanical adv distributor), but this is for the road and "normal" driving conditions. Many racing are above this.

He suggests a new figure of 6800rpm as the only cars checked and found above this had had non compliant distributor modifications. This figure allows for variations in use of different readers and covers all models of vehicle.

NASA Director VM commented that this needs further investigation prior to a definitive figure being placed in rule book. The matter will be discussed as part of rule book update.

Class 1 & 2. – Wheel Arches.

NASA Director VM commented that competitors are modifying wheel arches due to incorrect wheels with wrong “offset” being used. Wheels such as the Mini “Mamba” type are non-compliant and must not be used in Class 1.

Brief discussion followed including reference to methods of arch modification used in Class 2.

Can a cut arch be reshaped and edged by the use of a small diameter rod shaped to suit.

YES - maximum rod size 8mm.

The use of high offset wheels is cause for concern. If the offset results in wheels protruding more than 20mm from body then they are non-compliant and must be changed to more suitable wheels. The use of bulbous wheel arches is not permitted.

Class 2. : Experimental vehicles / Trials. - Situation as at previous meeting.

b. Tyres – Update /

NASA Director VM commented that it has been found that less costly tyres from some suppliers, although having the same tread pattern and marked sizes as those supplied from the likes of Maxsport are different in physical size, both width and diameter/rolling radius. Care must be taken when mixing different suppliers tyres on the same axle.

Brief discussion followed including reference to. Tyre compounds used by tyre suppliers. Cost of tyres for a whole meeting. Short track life of some tyres – new set of tyres per race. Use of only option ‘B’ tyres at National Championships. Permitting of specified “competition” tyres.

NASA Director VM explained that the tyre situation is to be looked at and a meeting was due to take place with tyre suppliers soon and above will be discussed..

c. Scrutineering Report.

Red Tag.

NASA Director VM explained that the preliminary red tagging inspections were due to commence shortly. If successful the Red tagging programme would then be rolled out. There may be an opportunity at the National Championships to carry out some Red Tagging.

It must be noted that if a vehicle has a red tag and the owner then sell car on the red tag must be removed and the new owner must arrange for a new tag to be obtained. This will minimise the risk of the previous owner being blamed for scrutineering issues following allegedly non-compliant modifications being carried out by new owner.

Blue Tag.

NASA Director VM explained that the database s being compiled and each NASA League has been sent a copy. The NASA website has the form to be completed in the event of any changes to the vehicle already blue tagged – Ownership and or major repair/Cage modification.

If a roll cage is changed i.e. removed from car and replaced then the existing blue tag is void.

If a roll cage is sold with blue tag, then that blue tag is void.

Persons unknown have allegedly purchased similar tags to the NASA issued ones and fitted them to vehicles. Therefore if a false (Non-NASA issued) blue tag is discovered fitted to a vehicle, then there will be an automatic racing ban for the competitor involved. Timescale 3 to 5 years depending upon circumstances.

The cost of NASA tagging will be £20 per tag.

Scrutineer Reports.

NASA Director VM commented that some scrutineer reports have been received from Leagues and have been adequate.

Reports from some race meetings are awaited and must be compiled and sent in.

Junior Special OBD plug.

The A. Scrut. AT commented that was it time to specify the retaining of the standard OBD plug. This would allow accurate checking of revs and whether any sensors had been changed or by-passed.

Brief discussion followed including reference to. Very few vehicles retain them. The 6 pin plug only fitted as standard from 1996 onwards. Possible making up of a "Fly" lead that could be used.

NASA Director VM requested The A. Scrut. AT to investigate further.

Special Height.

The A. Scrut. RS explained that a F600 special SL103, had been measured and was 3" below the rule minimum height of 1067mm (42", 3'6"). – Rule 8.5 Page 15 of 2015 Rule Book.

The vehicle was stopped from racing and the F600 committee informed.

The vehicle is to be measured at the next race meeting and if found to still be below the minimum height the blue tag is to be removed and the vehicle stopped from racing.

Noise Testing – Bike Engines.

NASA Director VM commented that more attention to be given to this. Also the testing rpm level may need amending.

National Autograss Championships 2017

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 Scrutineers per class on lanes plus someone doing paperwork.

Any illegality to be refused.

Note. 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 2017 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 GM, Mr RH & Mr RJ on 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.

The Scrut. Sec. commented that the response this year was disappointing. Few had returned the forms. Therefore any outstanding forms and or volunteer names must be returned to him asap. Leagues may send by post or email.

Following Leagues:

Forms not returned therefore seemingly no volunteers for 2017 including League Chief Scrutineer.

EAST MIDLANDS, ESSEX, GLOUCESTER, KENT, MAP, N. WESTERN, N. IRELAND, N. YORKSHIRE, SCOTTISH, SHROPSHIRE AA, SOUTH WALES, THE DALES, IRELAND, WILTSHIRE, YORKSHIRE.

More persons are required.

See Scrutineering times guide in reminders section at end of minutes.

Bay 2 : NASA CLASS SCRUTINEERS LIST PROVISIONAL

CLASS	MEN'S		LADIES & JNR	
	SCRUTINEER	CLUB/LEAGUE	SCRUTINEER	CLUB/LEAGUE
1	D. Robins	EA	D. Robins	SN
	S. Smith		S. Smith	
	Dave Digby	SN	Dave Digby	SN
	C. Cooke	ST	C. Cooke	
2	A. Taylor		A. Taylor	
	C. Taylor		C. Taylor	
	R.Rolls	Fen	R.Rolls	
	R. Lillington	S	D. George	SN
3	D. George	SN	T. Simmonds Grant	SN
	I. Fay	Wsx		
	T. Simmonds Grant	SN		
		S		
4	S. Ford			
	S. Smith	Fen	S. Smith	Fen F
5	J Knipe	CGTRO	J Knipe	CGTRO
	K. Chapman		K. Chapman	
	P. Tateson		P. Tateson	
6	R. Corbett	WW	R. Corbett	WW
	M. James		M. James	
7	J. Heselton		J. Heselton	
		SN	K. Smith	SN
8	K. Butcher	SN	J.Sp	
	D. Mullen	Wr	K. Taylor	SN
9	L. Blaber		K. Butcher	SN
			8,9,10.	
10				
			D. Mullen	Wr
NOISE:	G. Makar	St	G.Makar	St
	R. Hazard	St	R. Hazard	St
	R. Jefferson		R. Jefferson	

TYRES – TBC.

Bold Type = Confirmed as volunteering for 2017 NAC

Normal Type ? = Volunteered in past, not confirmed for 2017 NAC

NASA Director VM 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.

Junior Specials.

The EA Club Scrut KB queried the continuing use by some of adjustable suspension mounting points.

NASA Director VM commented that height adjustment via a mounting with many bolt holes is prohibited. The concentric adjustable type mountings are permitted.

BC40

NASA Director VM commented that the "as built" rear suspension tie bar mounting is non-compliant. It is to be amended to the correct type. The amendments should be carried out shortly. If the vehicle attends the L & J NAC unaltered then it will not pass scrutineering and will not race.

Class 2 – Suspension.

The Southern Rep. & A. Scrut AT both expressed concern regarding the current high costs for suspension components used by many. - £1,800 for Xtracs on front.

NASA Director VM commented that for 2018 the plan is to introduce restrictions on types of permitted suspension for Class 2.

Brief discussion followed including reference to. Types of suspension used. History of suspension development. Cost of suspension components.

NASA Director VM requested that ideas to help solve this were welcome and would be included in the forthcoming rules revision discussions. Please could this be discussed at local level and comments returned to him As soon as possible.

Strut Brace.

The MAP Rep. enquired if the strut brace across the front suspension mountings could be also braced to the front bulkhead and or roll cage. i.e. Triangulation bars from each suspension top to centre of bulkhead and or rearward bars fitted to join to roll cage uprights/cross bar.

NO.

NASA Director VM explained that such additional bracing was not permitted. Only a correct strut brace between the front suspension mounting points across the engine bay was permitted.

(The same applies in Class 1 for AX, 106, Saxo, Micra & Yaris - See Rule 17.7.).

5. DRAFT RULE CHANGES:

NASA Director VM 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.

It is likely that there will be in future one rule book per saloon class.

- 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:

Class 1 – Nissan Micra. – Expansion tank.

Can the overflow/expansion tank be removed or changed as it has been found that on some of the early models the plastic is cracking.

NASA Director VM explained that this can be retained or removed. It may be replaced with a suitable plastic or metal container. Note – Thin plastic drinking water bottles are prohibited.

Class 1 – Nissan Micra tunnel plate.

Can this be removed as it has a sharp edge and a potential hazard?

NASA Director VM explained that this can be retained or removed.

Class 2 – Nissan Micra – Gearbox Mounting Bush.

This is seemingly no longer available as a replacement item from Nissan. The bush is circular with voids built in. Can a similar non-Nissan replacement bush be used?

Brief discussion followed including reference to. Any replacement must not be solid. It must be a similar “void” bush that is flexible. Some bushes made of a machinable material could be made to fit.

NASA Director VM explained that this needs further investigation and The WML Rep. and EA Club Scrut KB agreed to investigate and report.

Wheel Stud “Plating”.

NASA Director VM explained that he had been contacted by a plating company expressing their concerns that persons were requesting them to “plate” wheel studs. In the zinc electro plating procedure hydrochloric acid is used. This acid reacts with the steel making it brittle. A separate heat treatment process is necessary to minimise this. However the “just plating” process is just that – plating only. No heat treatment. The Autograss customer requests are for plating only.

Brief discussion followed including reference to. Only a few of these plated studs are in use, however they “look nice” and may spread. The wheel studs undergo brittle fracture and shatter under load. Potential high risk of lost wheel and severe incidents. Any HSE investigation after a very serious incident would centre on any actions taken by NASA particularly that taken once the problem was identified. It has been identified and action needs to be taken immediately to minimise any potential future liabilities.

NASA Director VM commented the process must not be permitted in Autograss.

It was agreed that the process of wheel stud “plating” is banned as of today.

All vehicles fitted with these plated studs must have them replaced before racing.

Meeting Closed 1.50 p.m.

N.B. REMINDERS:

1. **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.

2. **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.

2017 National Autograss Championships

The Ovals
Lyonshall, Kington,
Herefordshire
HR5 3LN

4th, 5th & 6th August 2017.

Host: Cwmdu Car Club

www.national-autograss.co.uk

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)

2017 Ladies & Junior National Autograss Championships

The Ovals
Lyonshall, Kington,
Herefordshire
HR5 3LN

18th, 19th & 20th August 2017.

Host: Cwmdu Car Club

www.national-autograss.co.uk

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.

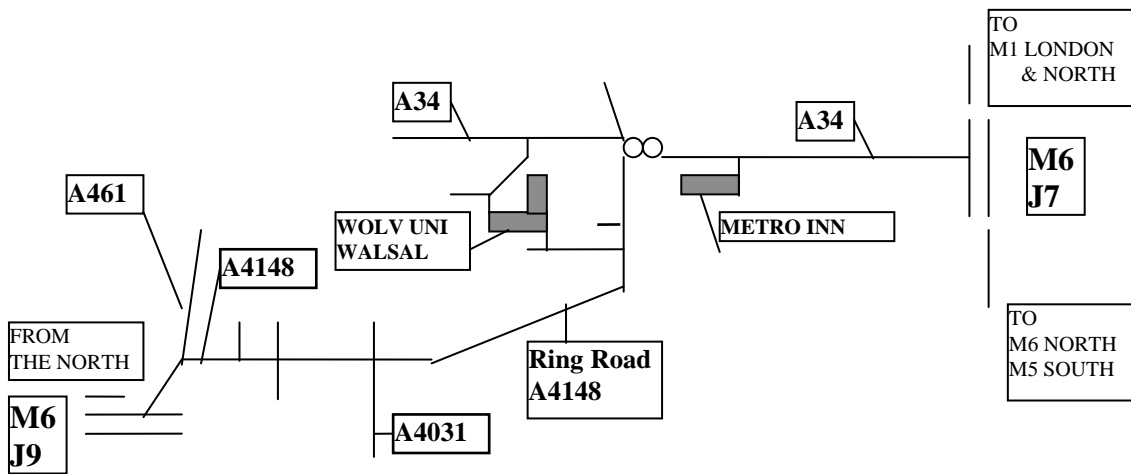
1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2015/2017 Edition Rule Book.
2. For future reference: **WANTED:**
Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
- 3 **FUTURE MEETINGS: 11.00 am**
Metro Inn, Birmingham Rd, Walsall WS5 3AB

SATURDAY

14th OCTOBER

2017 Rules - Confirmation

NASA AGM - SUNDAY 27 November 2017



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 premises has a NO-SMOKING rule.

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

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NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



2017 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 National Scrutineers for lanes 1 - 5, and responsible for lanes 6 - 10, with Mr D. Hardy 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 Mr D. Hardy will be contacted to give final ruling.

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

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

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

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

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

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

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

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

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

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

(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 . This only if accompanied by correct forms.

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 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)

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. – 8.30 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	D. Robins	EA	D. Robins	SN
	S. Smith		S. Smith	
	Dave Digby	SN	Dave Digby	SN
	C. Cooke	ST	C. Cooke	
2	A. Taylor		A. Taylor	
	C. Taylor		C. Taylor	
	R.Rolls	Fen	R.Rolls	
3	R. Lillington	S	D. George	SN
	D. George	SN	T. Simmonds Grant	SN
	I. Fay	Wsx		
	T. Simmonds Grant	SN		
4	S. Ford			
	S. Smith	Fen	S. Smith	Fen F
5	J Knipe	CGTRO	J Knipe	CGTRO
	K. Chapman		K. Chapman	
	P. Tateson		P. Tateson	
6	R. Corbett	WW	R. Corbett	WW
	M. James		M. James	
7	J. Heselton		J. Heselton	
		SN	K. Smith	SN
8	K. Butcher	SN	J.Sp	
	D. Mullen	Wr	K. Taylor	SN
			K. Butcher	SN
9	L. Blaber			
			8,9,10.	
10				
			D. Mullen	Wr
NOISE:	G. Makar	St	G.Makar	St
	R. Hazard	St	R. Hazard	St
	R. Jefferson		R. Jefferson	

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.