

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S1MIN0215/RS/GIJ – Web V.

SUNDAY, 15th FEBRUARY 2015 - 11.00 am

METRO INN, WALSALL.

Present

C. SCRUTINEERS	No.	LEAGUE	SCRUTINEERS CLUB
+Y	16	CGTRO(LINCOLN)	BC/CI 10 cs
*	25	C. SCOTLAND	CGTRO
Y	14	EAST ANGLIA	Rad
*	01	EAST MIDLANDS	Rad
+Y	11	ESSEX	SAA
Y	24	FENLAND	SN
Y	02	GLOUCESTER	SS
Y	18	KENT	W
Y	07	MIDLAND AP	YD-Sh/F600L
Y	09	NORTH WESTERN	
*	21	NORTHERN IRELAND	
Y	10	NORTH YORKSHIRE	
Y	15	SHROPSHIRE AA	
Y	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 Scrutineers Secretary.

APOLOGIES: EM Rep, CGTRO Rep, Essex Rep, WW Rep.

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 NASA Scrutineers Sec welcomed all and introduced himself and NASA Deputy Chief Scrutineer and NASA Director responsible for scrutineering. He commented that as this was the first meeting of the year and there had been some personnel changes within various leagues he requested that the League Chief Scrutineers present identify themselves by name and league.

All present introduced themselves by name and League/Club.

The Scrutineers Sec. then handed out copies of meeting agenda, minutes of previous meeting and voting cards.

Code of Conduct.

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

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

Scrutineers must comply with the following:

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

2. DIRECTORS REPORT

NASA Director (Scrutineering) thanked the former NASA Chief Scrutineer for his hard work in dealing with the difficulty and complexity of various scrutineering issues over the years and all those who helped last year with regard to Scrutineering

For the future, scrutineering in general terms must improve, it had been disappointing that vehicles were still being found non-compliant at the National Championships (NAC's). These vehicles had raced throughout several qualifying rounds and regularly up to the NAC's. Also as a result of the serious incidents in the previous year actions are needed to show others that NASA is responding in a conscientious fashion.

Therefore he proposed that change was needed in the communication and liaison between scrutineers. Especially with regard to rule amendments and or clarifications discussed at committee meetings and "new" rules or requirements introduced in any particular year. E.g. Throttle cable/linkages as placed on website.

Pre-season scrutineering is encouraged and a new pre-season check list and form has just been placed on NASA website. A specific pre-season check allows vehicles to be more thoroughly checked and have any issues dealt with before racing.

The introduction of a "Log Book" & registration system is being considered. This would enable traceability of competitors vehicles and enable items such as roll cage, welding, seat and issues regarding the driver's compartment or "safety cell" to be dealt with early on. Then at race meetings only a general safety check and minor checks would be involved.

The particular vehicle would have an identification or tag or similar and if the vehicle was involved in an on track incident and suffered damage or was modified in any way a re-check would be required.

Therefore he was requesting that a voluntary registration be trialled, hopefully via NASA website. A listing of hopefully 50 vehicles by end of season would provide an information base to build upon.

General discussion followed including reference to. Types of tags available. Destructive types that were destroyed upon attempted removal would prevent misuse. Policing situations when vehicles are altered or sold on.

NASA Director (Scrutineering) explained that his job as Director is to help scrutineers to carry out duties and act as a "back up". Also to liaise with Board regarding any proposed rule amendments as some of the rules may need to be simplified.

The NASA website was hopefully going to be amended and "links" provided to assist scrutineering.

YD-Sh/F600L Rep. enquired if there was to be a link placed to the Stock-hatch and F600 website and rules. NASA Director (Scrutineering) explained that these were not specific NASA classes but ran under the remit of the Class 6 and Class 8 rules respectively. Whilst liaison and communication was good thing the Board would have to discuss placing of links etc.

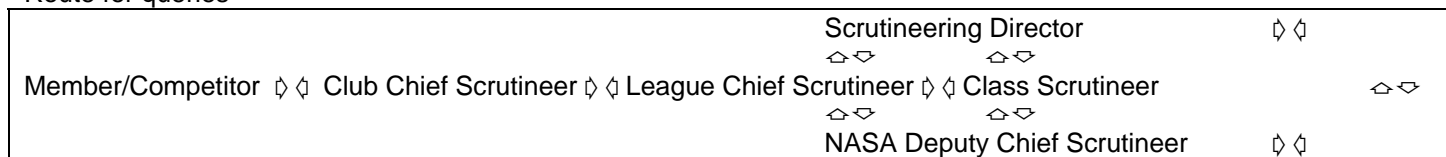
a).Scrutineering Structure.

NASA Director (Scrutineering) explained that over the winter a numbers of changes had taken place. Due to the heavy load upon a single person acting as NASA Chief Scrutineer the idea of having a team of 1 Chief Scrutineer per class to spread the workload had been mooted. These persons would be the main contact point for members with regard to any queries for any particular class.

Class	Name	Class	Name
1.	M. Empson	7.	G. Bennetto/J. Hessey/V. Mackenzie
2.	To be confirmed	Jnr Specials.	K. Taylor
3.	D. George	8.	L. Bowen
4.	To be confirmed	9.	N. Rawlinson
5.	G. Bennetto/J. Hessey/V. Mackenzie	10.	To be confirmed
6.	R. Corbett	Tyres	T. Allen

In the event of a query regarding the rules for their respective classes' discussion would take place with the NASA Deputy Chief Scrutineer who would liaise with and co-ordinate the responses to any queries or scrutineering issues.

Route for queries



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

b). ELECTION OF NASA NOISE TESTER.

NASA Director (Scrutineering) explained that the noise situation was becoming more important and all vehicles must comply with regulations and must be checked.

The 2014 Noise Tester reluctantly agreed to continue for 2015 however additional support must be provided in terms of helpers at large race meetings/NAC's.

The time taken to carry out a correct test on ones own will result in queues and more complaints about waiting.

NASA Director (Scrutineering) agreed to source additional help possibly from the host leagues involved.

3. MINUTES OF PREVIOUS MEETING 04/10/14 and MATTERS ARISING:

Page 2. – Seat Support Bar.

The Glos. Rep. queried the size of bar as originally it was to be roll cage specification.

It was confirmed that the spec had been revised to 25mm minimum diameter but the wall thickness must match roll cage spec i.e. minimum 2.5mm.

Page 2. – Window webbing Support bars.

It was confirmed that the “gate” types were now prohibited. The rule book diagrams had been amended to suit.

Page 7. Towing eyes.

It was confirmed that the use of a strap type is permitted. For Class 1 Micra & Yaris the original standard production towing eyes should be retained.

For modified saloon vehicles a rear “eye” is required if there is no clearly visible chassis point that can be safely used.

No other matters arising.

PROPOSED: Glos. rep.
That the minutes be accepted as a true record.

SECONDED: SW Rep.

UNANIMOUS

4. CORRESPONDENCE:

a). NASA Assistant Scrutineer/Tyres 2014. Slowing down race speed – Notes.

The Scrutineers Sec read out notes:

'I was recently asked if I had any ideas on ways of reducing the chances of the big high flying type of crash we now see in auto grass. Just a few notes follow.

This type of crash seem to happen more often off the start-line or before the end of 1st lap.

The majority of these accidents are started when contact is made with other car/cars or control of car is lost by driver or mechanical fail occurs.'

Notes to help reduce chance of contact.

1. More room on track.
2. Less cars in race.
3. Black flag any contact.
4. Fit stock car type nerf and bumper rails.
5. Reduce acceleration speed of cars by:
 - a. Ban on all electronic shock absorbers and suspension systems.
 - b Ban on all adjustable settings from drivers seat.
 - c. Max rear weight bias.
 - d. Min tyre pressure (ban bead locks).
 - e. Use harder tyre rubber compound.
 - f. Use std road going tyres.

NASA Director (Scrutineering) explained that discussions had taken place with insurers regarding recent track incidents and consideration of slowing track speed or reducing potential for future incidents. This is an issue NASA must be seen to be taking action upon. The marshals are also being asked to consider the issue regarding start-line contact.

The Scrutineers Sec. commented that one solution may be to bring back the use of the "Cross over" marker as that was originally introduced to deal with start-line contact/collisions/roll over's due to "funneling" of cars in the dash for the 1st corner in the past. Now that it has gone we seem to be heading back to the original pre-marker situation.

Also:

Have a wider start-line. Increase the width per vehicle and or specify a minimum spacing between vehicles – say 500mm/18" i.e. Fit 8 cars where 10 were previously. Start-lines seem to have become narrower possibly due to space and track layout consideration.

Ban "Active/adaptive" suspension. Only permit "Passive" suspension. – The former NASA Chief Scrutineer had been considering this, and the Scrutineers Sec. had done research, with a view to "nip this in the bud" before it is widespread. Track ground condition alone should "work" suspension. Not an on-board "Brain" that can have driver operated push button traction control suspension settings – start-line, dry, intermediate, wet.

Restrict number of tyres that can be used at a race meeting – consider stopping need for a fresh set of tyres every race.

NASA Director (Scrutineering) commented that.

Track safety issues involved.

Use of "Kill switches" - either pull types (Motocross) or brake pedal types that worked via extreme braking in the event of say a stuck throttle (USA Sprint).

Reduction in wheel contact – have more wheel arches that cover tyres and more substantial.

General discussion followed including reference to above. Open wheels special drivers seem to have more respect about contact consequences and try to avoid it where possible. Saloon drivers less respect and have more contact. This can cause incidents when they change class to drive specials. Wheel arch 50mm clearance originally intended to be from main bodyshell not wheel arch, but had evolved into wheel arch hence "tin" arches.

Differences between "active" and "passive" suspensions. Active suspension allegedly being fitted to a Class 7 vehicle that will have to be removed as it would be regarded as "traction control".

NASA Director (Scrutineering) explained that the above items were for consideration at this time and would need to be taken back for discussion at local level.

b). Constructors Meeting.

NASA Director (Scrutineering) explained that he had recently held meetings with various constructors where concerns with respect to compliance of certain vehicles had been discussed.

The following statement had then been issued.

NASA Director (Scrutineering) then read out statement:

Hi all

Firstly I would like to thank you all for attending the meetings last week, i hope you found them constructive and that you at least went away a little clearer of the concerns which I have regarding car construction and general safety. As I explained at the meetings, as director responsible, I need to make sure the rule books are adhered too, then updated as the cars evolve. Feedback was and always will be very valuable to me so let's all communicate and help make the whole system better.

Some of our major concerns which i am asking you to give your attention to are:

The fact that rollcage main hoops are in a large number of cases finishing higher and higher! Only restricted in some cases by the door bars, with regards to this i am looking at seeking expert advice which may result in future changes, a part of me doesn't want to do this, as the last thing I want is to draw attention to our car structure and design. As a result of this practice the main crossbeam is therefore being located high in the car resulting in floorframe bars either bending up steeply or ending on the sidebar well in front of the intersection where the beam and rollcage rear hoop join. Please note that in the case of a correctly fitted floor cross there must be only one bend in each bar. As an alternative and if deemed stronger the cross bars may go to the sill bars a maximum of 10" forward of the rollcage /beam intersection, in this case the cross bars must be straight and in addition further construction must fill the void between the cross and the beam to satisfy the following: Attention must be payed to the seat location in relation to the beam or beams and floor frame, especially when viewed in side elevation and priority must be given to framework protection for the driver. Also the beams stresses from suspension & engine/transmissions must be a priority.

For Class 3 only as an alternative to one 38mm main cross beam, two 32mm beams maybe fitted between the rollcage uprights, with at least one of these being straight from side to side, with no point of either being more than 12"- 300 mm above the lowest point of the floor pan. Both must be continuous with no cut outs and they must be joined by at least two 32mm tubes to form a ladder effect. This construction can have a maximum of one suspension mounting directly fitted to it. This had been agreed some years ago by the previous scrutineering team and only applies to a car fitted with a live axle.

Again Attention must be payed to the seat location in relation to the beam or beams and floor frame, especially when viewed in side elevation and priority must be given to framework protection for the driver.

A further major concern is that in many cases suspension component mountings are coming forward of the rear rollcage hoop, into what is the driver cell. For Class 3 vehicles where this is close to the drivers seat it must be boxed in sufficiently to protect the driver in the event of a breakage, In other saloon classes we would like to see no inner mountings for suspension in front of the rear rollcage hoops however a maximum of 30mm measured directly between the face of the rear roll cage hoop and the mounting bolt centre is acceptable provided that protection for the driver in the event of a breakage is a priority.

Finally i would like to stress that safety is our major concern and in any case if anyone that is part of my scrutineering team feel that something is unsafe it will be refused.

Once again many thanks for your contributions and your time, please don't hesitate to contact me should you require any further information or clarification, any suggestions for getting this registering of cars started are also welcome, as soon as we have the NASA website sorted voluntary registering will start.

Director responsible for Scrutineering

No other correspondence received.

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

The Scrutineers Sec explained that there were sets of the 2015 Rule Books available for collection. – Issued during meeting.

a. Class 1 & 2

i. Experimental vehicles / trials

NASA Director (Scrutineering) explained that the C11 cs is now the main point of contact for all experimental cars, whether Class 1 or Class 2.

Experimental cars would have to be registered with C11 cs and regular updates provide on performance etc. There is no guarantee that any experimental vehicle will automatically be accepted into the class once experimental period ends.

The Class 2 Zetec Fiesta is continuing to race, the driver must be instructed to contact Mr Empson for registration. A Polo 1.2 16v is under construction by Mr BE and would race once registered etc. Other vehicles can be entered into scheme, e.g. 1.2 16v Corsa. Specifications to be as standard. Air intake systems as standard. Suspension restricted in similar fashion to Class 1 16v cars.

Brief discussion followed including reference to existing non-experimental cars racing with non-standard suspension. – Trade off between power difference and standard replacement (KYB etc) on 16v.

ii. Class 1 Micra – Wheels.

NASA Director (Scrutineering) explained that there had been requests for permitting the use of 14" wheels on the Micra. Discussions had taken place and consideration is being given to having a "trial" to compare performance etc. A volunteer is needed to do this. CI1 cs will co-ordinate.

Brief discussion followed including reference to 14" fitted to later vehicles as an energy/cost and fuel consumption saving measure by manufacturer.

b. Tyres. - Update.

NASA Director (Scrutineering) explained that the EM Rep. is to continue as NASA Tyre Co-ordinator.

The Scrutineers Sec explained that EM/Tyres rep. had provided him with an option "B" tyre update. – This was now on the NASA website.

NASA Director (Scrutineering) confirmed that the cost limits remain as in 2014.

c. Rules Clarification requests from League C. Scrutineers.

Class 1 – Yaris wheels

Can 13" and 14" wheels be mixed fitted to the Yaris. E.g. 14" on front and 13" on rear as it is alleged that in 2014 this was done by a Yaris at the BAS rounds.

No – The car must have the same size wheels on all hubs. i.e. either all 13" or all 14".

See Rule 13.1 -Wheel fitment - page 49.

It is not permitted to mix across off side and nearside hubs or front and rear.

The tyres must also only be of the permitted sizes. *See Rule 14.1 – vi –Tyre size - page 51.*

Checks must be done on start-line to ensure this is adhered to.

Class 1 – Micra/Yaris Diagnostic plug.

The Southern Rep. queried if the plug point could be moved.

It was confirmed the plug may be moved, but must remain connected to loom and must work when plugged into any interrogator/reader.

Class 1 – Micra/Yaris Rear brake compensator.

The MAP Rep. enquired if the rear brake compensator can be removed.

It was confirmed the rear brake compensator can be retained or removed.

Class 1 – Yaris – Ride Height.

The Yorkshire Rep. enquired if ride height was correct as he had found that it varied in that instead of only 380mm as rule 17.8; there seemed to be a range of 360mm – 380mm. Also that once trim had been removed the ride height barely changed.

The CI1 cs to check this. The Y Rep. agreed to provide more information.

Class 1 – Yaris – Cylinder Head thickness.

The Yorkshire rep. enquired if this was correct as he had found that it varied in that instead of only 114.30mm as rule 1.9; there seemed to be a range.

The CI1 cs to check this. The Y rep. agreed to provide more information.

Class 1 – Exhaust.

Can “Baffles” be removed or not replaced if “rotted away”?

NASA Director (Scrutineering) explained that the exhaust system must be complete as standard. This includes the retention/replacing of any silencing “Baffles” and or internal “Silencing materials”.

Whilst the vehicle will probably still comply with noise regulations without baffles it will be noticeably noisier than a fully standard system. The rules are clear that a completely standard exhaust must be fitted.

Class 1 - Roll Cages – “U” shaped floor frame and feet plates.

Concerns were expressed regarding a constructor forming a floor frame and mounting foot plates not directly under uprights. What is situation?

NASA Director (Scrutineering) explained that the rules state that plates must be fitted under the roll cage uprights or at least as close as possible. However he and dCS and CI1 cs were going to investigate and inspect the construction concerned and confirm if it is to be permitted and feed back to scrutineers with results.

Roll Cage – Triangulation Bar (Tb).

The North Western rep. enquired as to the current situation regarding non-straight bars.

NASA Director (Scrutineering) explained that the Board had discussed the varying types of bar that were being fitted to vehicles. The Boards view was that they must be as rules.

Brief discussion followed including reference to: Triangulation bar is not a “Brace bar” it is a separate item. “Semi circular” types prohibited. “Half box” / 90 degree types prohibited. Shapes of roll cage connection points – small curve 45 degree at end for say 25mm.

It was confirmed they must be as rules.

Class 2 – Conrod Bolts.

Can ARP bolts be used in Class 2 as some competitors are complaining that the standard bolts are difficult to source.

Brief discussion followed including reference to no shortage as far as most present concerned, must be local.

Hence NO – ARP bolts remain prohibited.

Throttle – Injection.

The MAP Rep. enquired if a “butterfly” is mandatory on any fuel delivery system.

Brief discussion followed including reference to injection systems with direct non-butterfly delivery. ECU controlled delivery.

It was agreed that the system must be as rules in that a return spring must be fitted such that when a throttle is released it must close off any fuel delivery via a return spring.

Class 3 – Construction.

NASA Director (Scrutineering) explained that at the NEC Show a few non-compliant issues had arisen due to some of the show vehicle’s construction. He had had discussions with various constructors to remind / clarify the rules.

i. Rear floor.

For both RWD and converted FWD vehicles there must be a complete floor fitted from the front bulkhead to rear of the bodyshell.

For FWD conversions the rear floor may end at the lower edges of the rear window aperture as shown on Fig.1k. The floor must be of steel up to the rear of the rear roll cage upright and must be of metal minimum 1mm thickness, from that point to the rear of the vehicle. Rear wheel arches inner wings must be fitted. In essence No rear axle/twheel/tyre or suspension component or soil surface should be visible from inside the vehicle or from outside the vehicle looking in. See rule 2.3. 2.7, & 2.8,

The Scrutineers Sec showed a photograph of the polo vehicle at the show that required a rear floor and suspension component covers/shields to be fitted.

ii. Front engine compartment inner wings.

For RWD vehicles steel inner wings must be fitted. The originals may be removed or cut to suit front suspension, engine cradle and engine installation but steel sheeting (alloy or non-steel prohibited) must be then fitted to provide an inner wing from the top surface of the wing to the bottom chassis rail (either original or space-frame rail).

For FWD conversion inner wings may be fitted or not.

iii. Suspension components in driver's compartment.

For all vehicles suspension components including links, both on nearside and offside, must be "boxed in" in steel as per safety shield rules (16.7) and complete floor rules.

This is to ensure that in the event of breakage the components do not have any potential to cause injury to driver.

The Scrutineers Sec showed a photograph of the polo vehicle at the show that required a rear floor and suspension component covers/shields to be fitted.

iv. Rear Cross Member Beam (38mm).

A vehicle was shown fitted with a 32mm cross beam. The rules state 38mm minimum. Previously following discussions with constructors 2 x 32mm had been permitted as a equivalent temporary fix where a "live" axle was used.

The vehicle concerned has been modified by the constructor since by a 38mm bar fitted above the original existing 32mm bar and deemed acceptable.

However for all vehicles in future a minimum 38mm beam must be used. Also the beam must be no higher than 300mm above the floorpan.

v. Flywheel shield..

Must be fitted if flywheel is to the rear of the front bulkhead and within tunnel.

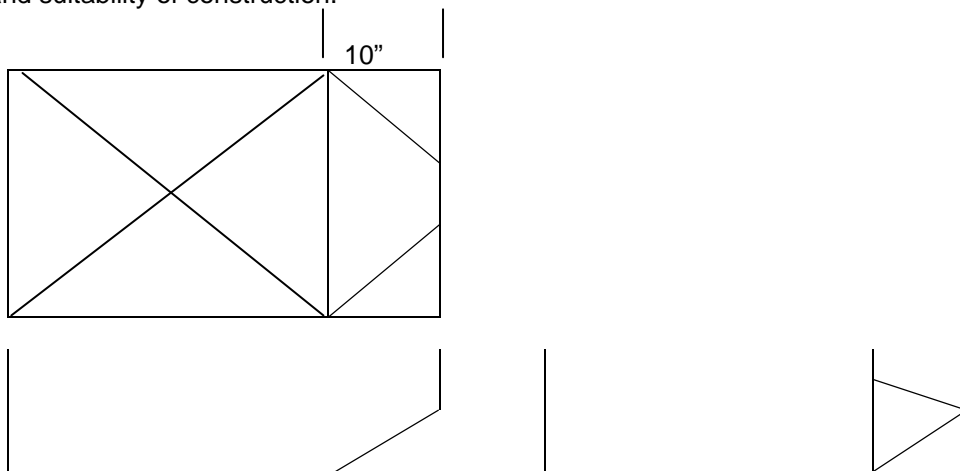
Class 4,5,6,&7 – Construction - Rear Cross Member Beam (38mm).

NASA Director (Scrutineering) explained that concern was being expressed regarding the recent practise of raising the rear beam above the floor pan level. In some cases the "cross bars" were connected to the floor frame side bars and not the rear beam. This seemingly allows the rear beam to flex.

Some constructors have placed a secondary cross bar at floor level and then fitted extra triangulation bars to the cross beam.

He had had discussions with various constructors to develop good practise in this situation (see previous statement).

The rear beam must be within 10" (250mm) of the rear roll cage upright. Constructors must give proper consideration to the safety and suitability of construction.



All Classes - Driver's seat.

The YD-Sh/F600L Rep. enquired situation regarding lightweight seats.

NASA Director (Scrutineering) explained that at the NEC show Tillet seats indicated that they had been given the impression that their motorsport seats were banned in Autograss.

This is not the case. "Kart" seats are banned regardless of manufacturer/supplier, but Tillet "motorsport" seats may be used. However concerns have been expressed regarding their "ultra light" model of seat in the past.

Scrutineers can reject any seat for reasons outlined in the seat-type rules.

Constructors must give proper consideration to the safety and suitability of construction of any seat they specify or fit into a vehicle.

NASA Director (Scrutineering) explained that the driver's seat must be mounted off the floor frame and correctly supported.

Roll Cages – Front Upright.

NASA Director (Scrutineering) explained that some vehicles had an angled front upright. These were to be looked at and a decision to be made if they were OK.

Class 4,5,6,&7 – Construction – Door Bars – “Ladder” bars.

The side bar vertical bars – What sizes must they be.

It is confirmed that they are door bars and must be as specified in Rule 11 – Roll cage material.

Door Bars – Length.

The YD-Sh/F600L Rep. enquired if there is a limit on their length as some competitors are allegedly fitting very long bars that extend into front and rear inner wings and act as armour.

The dCS and NASA Director (Scrutineering) confirmed that the door bars should not extend beyond either the roll cage uprights or door, whichever is greater.

Door Identification.

The SAA rep. enquired as to what variations are acceptable.

NASA Director (Scrutineering) explained that they must comply with stated rules and the “Lap Scorers” must be able to correctly identify the vehicle concerned.

Comments from those present indicated that where lap scorers have complained the identification has been corrected. If competitor ignores complaints lap scorers ignore vehicle so it is unplaced in results.

Specials – Chassis stepped & Seat

The CI 10 cs. enquired if a “Stepped” Chassis can be fitted.? i.e. the lower chassis rail stepped up such that a box type steel floor is below the chassis side rails. This offers little side or underneath protection to driver's seat.

Following discussion it was agreed that NO the floor must be in line with the chassis rails. *See Fig 27 & 28.*

If a step is fitted then the floor must follow the line of the step and not protrude down below/beyond the side rails.

Class 8 – Front engine – Diff cover/rear panel.

The front engined vehicle as built by AP Motorsport had been sold on. The new owner was enquiring.

Diff shield.

Is an additional safety shield was required to be fitted above the strengthened diff located under driver seat.

Following discussion it was agreed that YES in order to protect the lower body a correct separate safety shield must be fitted between diff and driver, particularly if the driver's seat was directly above or close above the diff.

Rear Panel

If a rear panel must be fitted and what material?

Following discussion it was agreed that YES a rear panel must be fitted to the specified thickness – 2mm.

All Classes. Exhausts – Silencer fitment.

The dCS confirmed that all vehicles must be fitted with a silencer.

This includes diesel engined vehicles.

Such vehicles may pass a noise test without, however when the vehicle is under load on track the noise may exceed limit. Hence diesels must have silencer.

6. JANUARY 2016 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

Active vs Passive Suspension.

NASA Director (Scrutineering) explained that as The former NASA Chief Scrutineer's concerns and information discovered regarding potential use of "active" systems the 2016 rules will prohibit active suspension. To that end active and passive suspension definitions will be put into rule book.

7. ANY OTHER BUSINESS:

Class 1 – Electronic Ignition.

NASA Director (Scrutineering) explained that he had attended a meeting where the class 1 rules were reviewed and a suggestion was that consideration of the permitting of electronic ignition could take place soon.

The Scrutineers Sec. explained that upon investigation it had been found that "Mini Spares" (Other component suppliers are available) offer replacement units – Aldon igniter pack & Lumenition "Magnatronic", which are a straight swop at a reasonable cost.

The Scrutineers Sec. explained that the Lumenition "Optronic" performace system, being a specific performance enhancing/competition item would be prohibited.

NASA Director (Scrutineering) commented that these were to be trialled to assess them and timescale considered for introduction.

Were there any objections?

There were none.

Class 4,5,6,& 7 – 100% Glass Tailgates and "X" bars.

Are these bars necessary? The fitting may be difficult due to lack of rear bodyshell area to fix to.

NASA Director (Scrutineering) commented that if there is a difficulty a vehicle would be looked at and the rule reviewed if necessary.

Meeting Closed 2.30pm

“Orange” “Official” scrutineers jackets

Not all “orange” “official” scrutineers jackets have been returned to Scrutineers 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.

2015 National Autograss Championships

**Thinghill Court
Withington, Hereford.
HR1 3QG
Access from A465 only.
www.national-autograss.co.uk**

31^s July & 1st & 2nd August 2015.

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)**

2015 Ladies & Junior National Autograss Championships

**Hillside House Raceway.
Nr Thornborough.
DL8 2RE
Access from B6267 only.
www.ydautograss.co.uk**

4th 5th & 6th September 2015.

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)**

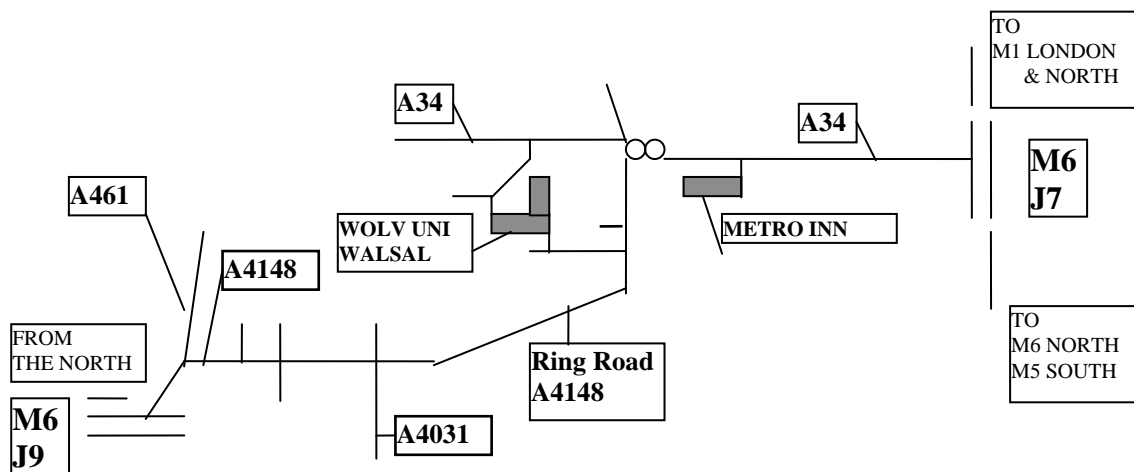
NOTE:

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 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	11 th APRIL	2016 Rules - Draft
SATURDAY	27 nd JUNE	NAC's & Training
SATURDAY	03 th OCTOBER	2016 Rules

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, 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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