

# NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S2MIN0416/V/M/GIJ – Web V.

SUNDAY, 09th APRIL 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)	CGTRO
*	25	C. SCOTLAND	EA
Y	14	EAST ANGLIA	Esx
Y	01	EAST MIDLANDS	Fenland
Y	11	ESSEX	SN
Y	24	FENLAND	
*	02	GLOUCESTER	
*	18	KENT	
Y	07	MIDLAND AP	
Y	09	NORTH WESTERN	
*	21	NORTHERN IRELAND	
*	10	NORTH YORKSHIRE	
*	15	SHROPSHIRE AA	
Y	04	SOUTH WALES	
Y	19	THE DALES	
Y	05	SOUTHERN	
*	23	IRELAND	
*	13	WEST WALES	
Y	06	WEST MIDLANDS	
*	26	WELSH CELTIC	
Y	22	WILTSHIRE	
*	12	YORKSHIRE	

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

APOLOGIES: EA C. Scrutineer. Yorkshire Rep.

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

The Dir. Scrutineering welcomed those present.

## 2. MINUTES OF PREVIOUS MEETING 20/02/16 and MATTERS ARISING

### Page 2. Class 1 Mini – Contactless Ign.

The Dir. Scrutineering commented that care must be taken when fitting the units into the distributor. The wires can foul the advance/retard mechanism in a way that prevents the mechanism from operating correctly.

Scrutineers must check and monitor this.

Please note that if the wires have been deliberately routed to achieve non-operation of the mechanism then disciplinary action may be taken.

If regular misuse found then the permission for use of the contactless ignition may be rescinded.

### Page 2. Front Engined Specials.

The Dir. Scrutineering commented that the vehicle registered and owned by Mr G. Victory was looked at briefly at the recent MAP League tagging day and arrangements are being made to scrutineer the vehicle prior to it racing this year.

The Dir. Scrutineering reminded all that no new build front engined specials are permitted and also no existing front engine special that is not NASA registered is permitted to race.

### Page 2. Class 1 Scrutineer.

The CGTRO rep. enquired if the post had been filled yet?

The Dir. Scrutineering explained that the post was still vacant and a volunteer would be welcome.

### Page 4. Morris Minor/1000 – Class 4, 5, 6, & 7.

The MAP rep. enquired as to the reason this vehicle is not permitted.

The Scrut. Sec. explained that this had been prohibited several years before. The Board at that time had wanted to update the types of vehicles used in Autograss and to encourage newer vehicles. At that time a single Minor 1000 was racing in Class 3 and when about to be prohibited had gained much support from members to be able to continue racing. Hence the then Board decided to allow the vehicle to continue racing and also for a Morris 1000 to compete only in class 3 as by then others were in build or competing. Its use in any other class was prohibited.

The Wiltshire rep. enquired if there was a specific list of permitted vehicles. Vehicles for 2017 were in currently in build and it would be better to give time to change body-shells now rather than prohibit it when it turns up to race.

The Scrut. Sec. explained that there was not a definitive list as, due to the wide range of vehicles available, it would be vast and too big to be practicable. He had produced a list many years ago for then RWD Class 2 – 90 RWD vehicles were found to be in the cc and wheelbase range and thus eligible. Now the list for that class alone would be much greater.

If an enquiry about any vehicle is received then reference is made to Palgrave & Glasses Guide T.S.D. publications and Glasses Car Check Books and other available sources to check its description and technical specification. If the vehicle meets the rules requirements for the particular class involved then it is permitted. If not then it is prohibited.

E.g.. Some vehicles are known as Coupe's but the technical spec for a minority of makes and models describe them as 2 door saloons or 3 door hatchbacks and thus permitted.

Also the Allegro Estate discussed last season was looked up to see if it was an estate or 3 door hatchback. It was found to be only described everywhere as an estate and thus ineligible.

General discussion followed including reference to the above. Rule books state already that it is the competitor's responsibility to ask before build.

The Dir. Scrutineering explained that ideally if an unusual vehicle is to be used as a base then the correct action is to ask if it is eligible before the build. This can be done by letter or Email. The turnaround is usually very quick.

The Dir. Scrutineering commented that the review of the existing rules for 2017 would be carried out soon. Hence volunteers to help in the review are welcome. Those interested to contact him direct.

### Page 5. Mini Exhaust.

The EM rep. & EA rep. both commented that it was sometimes difficult to check if baffles fitted. Particularly using a bar or even scope placed within pipe.

The EM rep. explained that two exhaust systems produced by same supplier but of different batches were checked. One was OK other not. Both had identical paperwork etc.

General discussion followed including reference to. Various suppliers available. Manufactured in Britain and Europe to differing specifications. Methods of "Baffling" – some by semi crushed silencer pipe, some by metal restriction. Methods of silencer construction. Possible future placing lower dBA limit on mini's. Policing of rule.

The Dir. Scrutineering commented that this would be discussed further during the review of the existing rules for 2017.

#### Page 6. Roll Cage Feet – Sill Mounting.

The Dir. Scrutineering explained that due to the fact that the sills on modern cars are different from 20+ years ago the method of mounting the roll cage feet onto a sloping or box shaped sill is not ideal. The length, breadth and depth of sill are potential risk points particularly where the driver's seat is located below the roll cage feet and or floor frame bars.

General discussion followed including reference to. Methods of construction of floor frames & roll cage fixing points. Potential vulnerability of driver in event of partial roll over and vehicle hit in floor thus pushing floor in and moving seat.

The Dir. Scrutineering explained that ideally the seat must be no lower than the lowest part of the roll cage construction. The rules must be reviewed to minimise any potential risks.

He requested that this be monitored at local level and feedback supplied to check the number of vehicles involved.

#### Page 7 – Class 2 – Sump-guards.

The Dir. Scrutineering explained that he was arranging to inspect & check a Micra on a ramp with regard to size (plan area) thickness and mounting points with a view to producing a definitive rule on this.

Brief discussion followed including reference to. 3mm Max thickness had the popular vote. Maximum width perhaps to width of chassis rails.

The Dir. Scrutineering commented that the maximum thickness would be 3mm. The guard is to protect the engine sump and gearbox as rules.

The Dir. Scrutineering commented that all above be taken into account during the review and the maximum plan area size and fixing requirements would be announced shortly.

#### Page 9. – Cinquecento.

The EM rep. commented that the vehicle found to be 2" (50mm) out had now been sorted by owner & original constructor.

#### Page 9. – Mini Pick Up.

The Dir. Scrutineering commented that the vehicles had to be correct for 2017. However if a technical advantage found in 2016 then the vehicle must immediately be corrected and not raced until it is.

e.g. If roof too long to allow driver to sit further back for advantage or engine too far back for advantage then it is not permitted.

Brief discussion regarding quality of original build at Leyland with regard to stated dimensions. Standard road vehicles can vary in size. Manufacturer of replacement panels as advertised on web etc; has got some dimensions wrong.

The Dir. Scrutineering commented that this is taken into account when measuring vehicles.

#### Page 10 – Engine not within Chassis.

The St scrutineer commented that some bike engined specials seemingly have no engine side bars also the rocker covers are beyond framework.

The Scrut. Sec. explained the original interpretation was based upon if the vehicle became inverted the framework should strike ground first, not engine unit or fuel delivery system.

Brief discussion followed.

The Dir. Scrutineering requested that this be monitored at local level and feedback supplied to check the number of vehicles involved.

There were no other matters arising.

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

SECONDED: The SW rep.

**UNANIMOUS**

### **3. CORRESPONDENCE:**

The Scrut. Sec. commented that one email had been received prior to the meeting. Were any other correspondence to be handed in?

– There were none.

#### **a. CGTRO – Seat Mounting**

The CGTRO rep. explained that a special had rolled. When the car was checked afterwards the seat was loose. Upon investigation it was discovered that whilst there were 4 mounting bolts to the seat, they were fitted to 4" 1/8 flat steels that were close together at the rearward part of the seat floor. A photograph was shown for information.

The Dir. Scrutineering commented that the seat mounting in this case was non-compliant. Steel flats were not acceptable. A bar mounting say min 25mm to roll cage thickness is preferable. The requirement is to have seat mounting points at rear base of seat and front base as per Fig.14. Different mounting points only permitted if seat manufacturer recommends alternative mounting. He will be contacting the particular vehicle manufacturer to clarify the rules with him. Also this showed the need for a driver to vacate the vehicle to check the seat mountings correctly.

There was no other correspondence.

### **4. JANUARY 2015/2016 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS**

#### **a. Class 1 & 2.**

##### **Experimental vehicles / Trials.**

The Dir. Scrutineering commented that.

The Peugeot 107 is in build and was due for inspection next week.

The Class 2 Yaris has raced. The allocation of point and or permission to race in final of a particular event is entirely the remit of the race organisers.

#### **b. Tyres**

##### **Tyre Update.**

The EM rep. & Tyre Coordinator explained that situation was mainly as at previous meeting.

He was concerned that a tyre structure changer – using “perforation machinery” had been shown on a YouTube video. This practise may allegedly already have been carried out by competitors. It was allegedly used in other short circuit formulae.

Brief discussion followed including reference to. Perforations not visible on tread blocks. Possible use of staining paint or liquid etc; to check as liquid would be drawn into perforations by capillary action instead of remaining on top surface of block.

#### **c. Scrutineer Report.**

##### General

The Dir. Scrutineering commented that most the items to be discussed had already been dealt with under Matters Arising.

##### Class 2 – Valve Seats

The Dir. Scrutineering explained that things had moved on from since the previous meeting. It has been found that allegedly, on several cylinder heads, the 3 angle cut valve seat & insert has and is being modified into a 2 angle cut valve seat & insert by a machinist. The practise also moves the “seat” to the tip of the valve and causes more material to be removed from the valve insert with resultant airflow and power increase.

This is non-compliant with the Class 2 rules.

*Rule 1.2 – All component parts must remain as manufacturers original specification.*

If a valve & insert is 3 angle cut as standard specification, then it must remain as a 3 angle cut valve. It cannot be converted to a specification that differs - valve & insert with less than 3 angles cut.

*Rule 1.3 – Standard replacement components only must be used.*

A standard replacement valve has the valve “seat” in a set location. To move and or re-cut the “seat” to a location outside of the area of the original “seat” is prohibited as it is then no longer “as standard”.

*Rule 1.7 – reconditioning must be carried out in accordance with manufacturers recommendations and accepted reconditioning and repair practise.*

This is not a manufacturer's recommendation or an accepted reconditioning and repair practise. It is regarded as a race or competition practise.

*Rule 1.7 – 3 Angle cut*

The rule permits a 3 angle cut to any valve. It does not permit re-machining a 3 angle cut valve into a valve with less than or more than 3 angles.

Brief discussion on above including reference to. Methods of machining. Types of inserts. Photograph of such valve and sketch shown for information. Several Class 2 engine preparation specialists have confirmed that they do not and would not carry out this modification. Rules clear in scope of permitted preparation.

The Dir. Scrutineering commented that if such a valve & insert combination is found at the National Championships it will be deemed as non-compliant and competitor concerned disqualified.

He will issue a NASA statement to the effect that there are additions to the rule clarifications announced following the February meeting regarding valve seats for distribution shortly.

*These rules apply to all the standard restricted classes. Class1. Class2. & Junior Specials.*

*Valve Seats.*

*The rule books permit the use of a 3 angle valve seat. If a particular vehicle already has this then that's it, it is not permitted to change this.*

*General rules, page 4 rule 2, only listed modifications are permitted, a part cannot be altered in any way whatsoever, there is no rule listed other than permitting a 3 angle valve seat, so nothing else is permitted and therefore making anything other than 3 angles is non compliant.*

*Valve.*

*Page 17, rule 1.3, standard replacement components only must be used, on a standard valve the seat is in a set location. If the re-cut valve seat is in a different location to the standard valve, it is also non-compliant.*

*All cylinder head, valve, valve seat modifications can only be carried out in accordance with the manufacturers standard reconditioning procedures.*

*This is not a new rule, only a clarification of the rules we already have and will be implemented with immediate effect. The clarification given previously said that from 2017 the valve seat insert had to have enough untouched material to allow measuring in the throat, see below, this still applies.*

*Note. This will not be taken into consideration as being one of the 3 angles.*

*Valve Seat Inserts.*

*Concerns regarding modification to insert that may result in part of port being machined either deliberately or inadvertently when carrying out 3 angle cut. i.e. the 3<sup>rd</sup> angle cut below valve seat cut being a very shallow angle that extends the whole remaining depth of the insert and possibly due to cutter used beyond end of insert into the head port throat.*

*This practise, if discovered upon checking a head, will result in thorough examination and taking of measurements to check for compliance.*

*It is recommended that at least 1mm of last part of insert length remains untouched. i.e. 3<sup>rd</sup> angle shallow cut to end 1mm from base of insert.*

*Competitors on notice that:*

*As of January 2017 if 1mm un-machined part is not found then the head concerned will be deemed as non-compliant.*

Class 2 & Junior Special – Differential modification.

The Class 2 scrutineer expressed concern that the standard production differentials are being wrongly modified. The differentials should be as standard production as required by rules. Was it time to introduce the torque test into class 2 as it already exists in Jnr. Specials?

Brief discussion followed including reference to standard replacement parts available to deal with wear. Non-compliant diff modification not required to produce a "good start" off line. Differentials already restricted by rules. Torque testing. It was agreed that the test be introduced into Class 2.

The Dir. Scrutineering confirmed that the differentials must remain as standard production and the torque test will apply from today.

i.e.

Differential Turning Torque.

*The differential must have a turning torque of a maximum of 3 lb/ft (36lb/in) (0.34Nm) at all times, when measured at the wheel hub. i.e. When the transmission is set to neutral and the nearside wheel and tyre raised off the ground whilst the offside wheel and tyre assembly remains on the ground, and vies-versa, then when a torque wrench is applied onto the wheel hub nut the maximum turning torque of the differential and drive-shaft assembly must not exceed the stated maximum regardless of the temperature of the unit.*

**d. Rules Clarification requests from League C. Scrutineers** - None.

**5. JANUARY 2017 Rules**

The Dir. Scrutineering commented that the review of the existing rules for 2017 would be carried out soon. Hence volunteers to help in the review are welcome. Those interested to contact him direct.

**6. ANY OTHER BUSINESS:**

Tagging of Vehicles.

The SW rep. commented that a Class 10 special had been measured for tagging and the thicknesses were not compliant and some bars were going to need changing. The owner had disagreed with the findings and subsequently had the bars measured by a "Tank testing" company and had been told they were as specified thicknesses. What happens now?

The Dir. Scrutineering commented that this had occurred in several other cases, all were deemed undersize. This is due to the NASA testing kit being superior, calibrated and set up correctly to check tubular bars, box and circular. A "Tank testing" company's equipment is calibrated and set up differently as it is used to check "tanks" of steel sheeting not individual roll cage bars. When cut out pieces have been measured again separately the NASA equipment measurement has been found to be correct.

In this case if the testing company wish to put results in writing, then they may do so. At present the bars on this particular special are deemed non-compliant.

The Dir. Scrutineering confirmed that due to the large number of vehicles already checked and tagged any owners that wish to have vehicles tagged must now contact NASA to arrange appointments. From Jan 2017 vehicles cannot race without a tag.

Class 3 – Motorbike engine.

Can a motorcycle or motorbike engine be used in this class? No – Such engines are prohibited.

The Dir. Scrutineering commented that a car had been built, despite the constructor being advised against, but it will be permitted to race temporarily in Class 7. This is due to the motorcycle engine fitment made it non-compliant for Class 3.

Brief discussion including reference to current Class 3 rules and Class 7 rules regarding construction and eligibility. Concerns regarding use of this vehicle. To be included in rules review.

Two Stroke Engines.

Are they permitted?

YES - Provided they meet the cc and type for the particular class involved.

They must also have an appropriate exhaust and silencer system fitted to ensure noise compliance.

Boat Engine.

Are they permitted?

YES – Many boat engines are "marine specification" car engines.

They may be used provided they meet the cc and type for the particular class.

They must have an appropriate exhaust & silencer system fitted to ensure noise compliance.

Also the engine output or drive method must be modified to have a gear box or gear drive system to the axle in place of propeller shaft system.

"Men's" Nationals.

The Scrut. Sec. issued to those present copies of letter requesting names, for duties at the NAC's.  
Will also be emailed to those leagues not here today.  
Please return by next meeting at latest.

"Brake testing" personnel approx 6 persons required from "Host" league to assist NASA Scrutineers.

"L & J" Nationals.

The Scrut. Sec. issued to those present copies of letter requesting names, for duties at the NAC's.  
Will also be emailed to those leagues not here today.  
Please return by next meeting at latest.

"Brake testing" personnel approx 6 persons required from "Host" league to assist NASA Scrutineers.

*Note. The Pre-Season check sheets may be used to pre-scrutineer vehicles for 2015 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..*

MEETING CLOSED 1.45 p.m.

N.B. REMINDERS:

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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:**

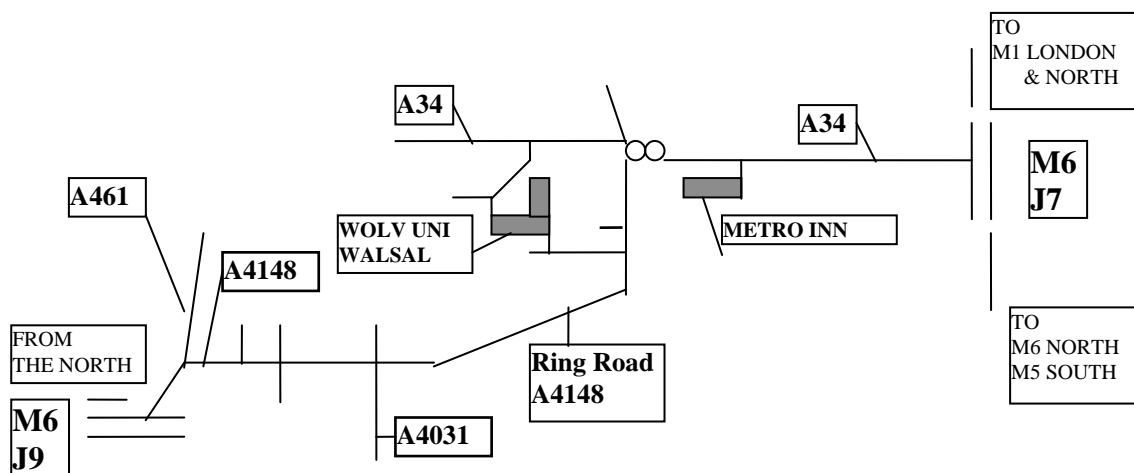
Any scrutineer who wishes to take part in scrutineering duties at the NAC's must attend at least one scrutineers committee meeting.



1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2015/2016 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	18 <sup>th</sup> JUNE	NAC's & Training
SATURDAY	08 <sup>th</sup> OCTOBER	NAC's & 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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