

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S1MIN0216/V/M/GIJ – Web V.

SUNDAY, 20th FEBRUARY 2016 - 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	CGTRO
Y	01	EAST MIDLANDS	EA
Y	11	ESSEX	Esx
Y	24	FENLAND	Fenland
*	02	GLOUCESTER	SN
*	18	KENT	SN
Y	07	MIDLAND AP	SWL
Y	09	NORTH WESTERN	WML
*	21	NORTHERN IRELAND	
Y	10	NORTH YORKSHIRE	
Y	15	SHROPSHIRE AA	
Y	04	SOUTH WALES	
*	19	THE DALES	
Y	05	SOUTHERN	
*	23	IRELAND	
Y	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: Yorkshire 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 Scrutineers Secretary welcomed all and introduced himself, NASA Director responsible for scrutineering (Dir.Scrut.)and both NASA Assistant Scrutineers. 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.

The Scrutineers Secretary then handed out copies of meeting agenda, minutes of previous meeting and voting cards. All present introduced themselves by name and League/Club.

The Dir. Scrutineering thanked all those who helped last year in dealing with the difficulty and complexity of various scrutineering issues over the year.

He also thanked the former NASA Chief Scrutineer and former NASA Director for his work and efforts over many years. There will be a formal presentation to Mr Hardy at the 2016 National Championships in August.

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.

He also requires more feedback to these meetings by attendees with regard to scrutineering issues or questionable engine preparation practices.

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.

Route for queries

	Scrutineering Director	↔ ↔
	↔ ↔ ↔ ↔	
Member/Competitor ↔ ↔ Club Chief Scrutineer ↔ ↔ League Chief Scrutineer ↔ ↔ Class Scrutineer	↔ ↔ ↔ ↔	↔ ↔
	NASA Assistant Scrutineers	↔ ↔

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 NASA Director responsible for scrutineering and or both NASA Assistant Scrutineers have agreed something, then the argument is invalid without the letter or email.

Scrutineering Structure.

The Dir. Scrutineering explained that over the winter a numbers of changes had taken place.. These persons would be the main contact point for members with regard to any queries for any particular class.

Class	Name	Class	Name
1.	To be confirmed	7.	J. Hessey & V. Mackenzie
2.	A. Taylor	Jnr Specials	K. Taylor & Kevin Butcher
3.	D. George	8.	L. Bowen
4.	R. Corbett	9.	N. Rawlinson
5.	J. Hessey & V. Mackenzie	10.	L. Bowen
6.	R. Corbett	Tyres	T. Allen

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

3. MINUTES OF PREVIOUS MEETING 03/10/15 and MATTERS ARISING:

Page 1. Class 1 – Mini – Contactless Ignition. - The EM rep. enquired of the situation.

The Dir. Scrutineering commented that it would be dealt with later in meeting.

Page 4. – Front Engined Specials.

The Dir. Scrutineering explained that one vehicle had been inspected for tagging but was non-compliant and the vehicle had since been scrapped. The one owned by Mr Victory was due to be inspected soon. As per the Boards and rules requirements no new such vehicles are permitted to be constructed.

The Scrut. Sec. commented that once the last vehicle ceases racing the various rules for front engined specials would be deleted from the rule book.

Page 4. – Specials Floor Width.

The Dir. Scrutineering confirmed that all new build specials as of 03/10/15 must comply with rules. i.e. have a floor width mean of 500mm.

The only dispensation given is to a small number of existing ZFR & Extreme specials that were constructed a few years ago and accepted by the then Chief Scrutineer.

Page 7. - Non-compliant vehicles at the Nationals

An Assistant scrutineer enquired of situation regarding these.

The Dir. Scrutineering commented that scrutineering must be improved. There were approximately 200 vehicles that had scrutineering issues at the National Championships. This was also being discussed at the Chairman's meeting. He had compiled a list if the vehicles and clubs/leagues concerned from the checking sheets at the NAC's. Leagues must deal with the issues and be more responsible. For 2016 it is likely that vehicles found non-compliant will not be permitted to race.

The Essex rep. commented that because the pre-Nationals checking is carried out some weeks before the NAC's some competitors may alter their cars in the time period before attending the NAC's.

General discussion followed including reference to: Achieving balance between point of failure and number of vehicles permitted to race. Level of checking with large number of vehicles' and few personnel. Pre season checking not carried out by all Leagues. Time for minor faults to be dealt with at meeting. Abuse from competitors when faults found. Competitors need to ensure that own vehicles correct not point out defects on other peoples if their own is incorrect.

The Dir. Scrutineering commented that abuse will be dealt with via disciplinary procedures. Pre-season checking is to be encouraged. Scrutineers will deal with defects found on say on vehicles other than a particular competitor's. The introduction of the Red Tag for safety compliance will help to sort many issues. The Blue Tag for roll cage is ensuring that roll cages are compliant.

The NW rep. enquired if there was a list of Tag passes and failures. This would help at League to identify vehicles with issues.

The Dir. Scrutineering explained that the lists are available, but specific to each League. He can email copies on request.

The Dir. Scrutineering confirmed that for 2017 only vehicles with a Tag will be permitted to race. i.e. No Tag – No Race.

Page 8. – Disciplinary Procedures.

The Essex rep. enquired of situation.

The Dir. Scrutineering explained that specific Directors had been nominated to deal with disciplinary matters. There is a pool of 4 and any 2 will deal with any specific matter. If a Director has connections with persons involved then that Director is excluded from involvement. Hence need for pool.

Brief discussion followed including reference to overall time limit being passed due to communications between person – club - League – NASA and vice-versa. Some communications can get long drawn out.

The Dir. Scrutineering confirmed the Board were aware of this and would react as necessary.

No other matters arising.

PROPOSED: EA Rep.

SECONDED: CGTRO Rep.

That the minutes be accepted as a true record.

UNANIMOUS

3. CORRESPONDENCE:

The Scrut. Sec. explained that none had been received prior to the meeting and enquired if any was to be handed in. No other correspondence received.

4. JANUARY 2015/6 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

a. Class 1 & 2

Experimental vehicles / trials.

The Experimental vehicle co-ordinator explained that there were 3 vehicles currently active. Class 1 = 1. Class 2 = 2. IK25 (NASA 25) – Yaris 1300 – Mr P. Hinton. Mr Hinton has been very co-operative. It has a 32mm restrictor fitted on main air intake. The size will be reviewed and a smaller one fitted dependant upon performance.

The suspension uprights KYB types. Springs Ebaich lowered but not updated.

This is in build and due for inspection 15 March.

NASA 5 – 1.4 VW Polo - Bob Ellis.

The is very competitive. Experiment may end Sept 2016, but may not be introduced as it is above class capacity.

Fiesta has been withdrawn.

Allocation or not of race points is up to individual club/league.

Experimental vehicles are not eligible for nationals or finals at BAS/UK championships.

All experimental vehicles will have a letter of authority that must be kept with licence and be available for inspection upon request.

More vehicles are required for Class 2. Others may be due soon, such as Fiesta 8v and Fiesta 16v; and Citroen C2 & similar Peugeot models, from Y433 Ian Hindle; but not officially applied yet.

Brief discussion on vehicles needed Corsa 1.2 16v. VW Polo 1.2. Other 1.2 16v types.

b. Tyres. - Update.

The Tyre Co-ordinator explained that Tredex now had an eBay shop. Otherwise the situation was unchanged from previous meeting.

c. Scrutineer Report

General:

Tagging.

The Dir. Scrutineering explained that the tagging process was continuing.

Blue Tag.

The Dir. Scrutineering explained that the tagging (Blue Tag) process was continuing. 1700 vehicles had been inspected. Regrettably as the numbers have increased so has the number of non-compliant vehicles found. The failure rate is now approx 30%. This shows how many incorrect cages are out there. Sometimes it is the whole cage or may only be a few individual bars.

There are now 3 testers (Mr S.B, Mr V.M. and Mr D.H.) as an additional machine has been purchased.

The Board have agreed that where a vehicle manufacturer's cages have been found to be consistently compliant, then they may be permitted to self tag in future (written form with tag and registered with NASA). However if such vehicles are re-tested by NASA and found to be non-compliant then the manufacturer concerned will face severe consequences.

The CGTRO Club Scrut enquired as to tolerances involved.

The Dir. Scrutineering explained that several point measurements are taken and averaged. If any measurement is found to be below the rules minimum then a fail is given and the specific bar or bars are required to be replaced with compliant ones.

Brief discussion including reference to. Metal suppliers methods of selling. If say a batch of 200ft made up of several say 8ft lengths, then one or two lengths may not be compliant as the sale is usually by weight or length rather than specific thickness. Onus still on builder to check thickness prior to use.

Some leagues (e.g. Glos & NY) already state that no car can qualify for NAC's without a Blue tag.

Red Tag.

The Dir. Scrutineering explained that the introduction of the Red Tag will show that the design and welding material and standard of the "Driver Safety Cell" is compliant.

This will continue throughout the year and 2017 with the final date only permitting red tagged vehicles to race being under review.

Replacement Tags.

The Dir. Scrutineering explained that there may be a cost introduced to provide a replacement tag in the event of removal of a tag or damage to a tag. This under review by Board.

Electric Vehicles.

The Dir. Scrutineering explained that four requests had been submitted for trialling electric power units. The Board had rejected the submissions for now but may reconsider at a future time.

Brief discussion including reference to. Battery types. Motor types. Speed of some electric vehicles in other motorsports.

Championship Events – BAS/UK

The Dir. Scrutineering explained that scrutineering must be improved at these events. Part of problems at NAC's is that vehicles that raced at such championship events are found wrong at Nationals.

Allegro Estate.

The Dir. Scrutineering confirmed that the vehicle concerned cannot race with the Allegro estate bodyshell in 2016. The dispensation/permission was only for 2015.

The EM rep. confirmed that the competitor was changing the bodyshell to something compliant with rules. It will be checked before racing.

Morris Minor 1000 - It was confirmed that this vehicle can only be used in Class 3. It is not permitted in any other class.

Drug Testing.

The Dir. Scrutineering confirmed that this is to take place in addition to the breathalyser usage.

The breathalyser procedure is to change. Details to be confirmed soon.

All Classes

The Dir. Scrutineering explained that each class will be covered with a view to clarifying certain rules and reminders of requirements.

BodysHELLS & Silhouette.

More suitable shells should be used. Small is not always better.

Competitors must check with scrutineers before using any particular different or currently unused bodyshell.

Vehicles must match original silhouette. Reshaping, lengthening, widening is not permitted. Wheel arches should be sized to allow for wheel movement only as rules.

Class 1.

Mini – Electronic Ignition.

As of today the use of the ALDON - LU/142/143/144 electronic points replacement for Mini vehicles is permitted. It has been tested and found to be no gain in power or speed. It will improve reliability.

Note.
No other unit is permitted including “Lumenition Optronic” performance system or other “Power/performance” types.

The 142/143/144 reference difference only refers to the different distributors the unit is suitable for. It does not mean the 144 is superior to the 142. The correct unit must be used in the correct distributor.

Early, 23/25D (low tension lead clips onto the distributor body) early side and top entry caps (LU142) or late, 45D “Fixed points” (LU143) distributors. 59D “Sliding Points” (LU144).

They must only be used with standard coil. Do not use electronic ignition type coil as they may not work correctly.

The Scrut. Sec. showed the photograph from the Mini Spares website catalogue to aid correct identification.

Other unit photographs included for reference.



LU142
Ignition Pack 23/25D - Earth

LU143
Ignition Pack 43D/45D Red points

LU144
Ignition Pack 59D Blue points

Mini - Exhaust

There must be a baffle fitted within the silencer. “Straight Through” or “Baffle free2 types prohibited.

The standard mini silencer had baffles therefore they are required.

To check if fitted a suitable bar should be inserted into tailpipe to check if baffle exists. If not found the exhaust is non-compliant.

Note. Some replacement exhaust silencers do not have baffle fitted. Purchaser must check correct type is provided.

Mini – Suspension.

Raising rear suspension via use of additional spacers/washers/cup or pieces cut from old suspension unit is prohibited.

Crankshafts – Balancing.

Balancing if carried out must be as written rules. Not as discovered in 2015.

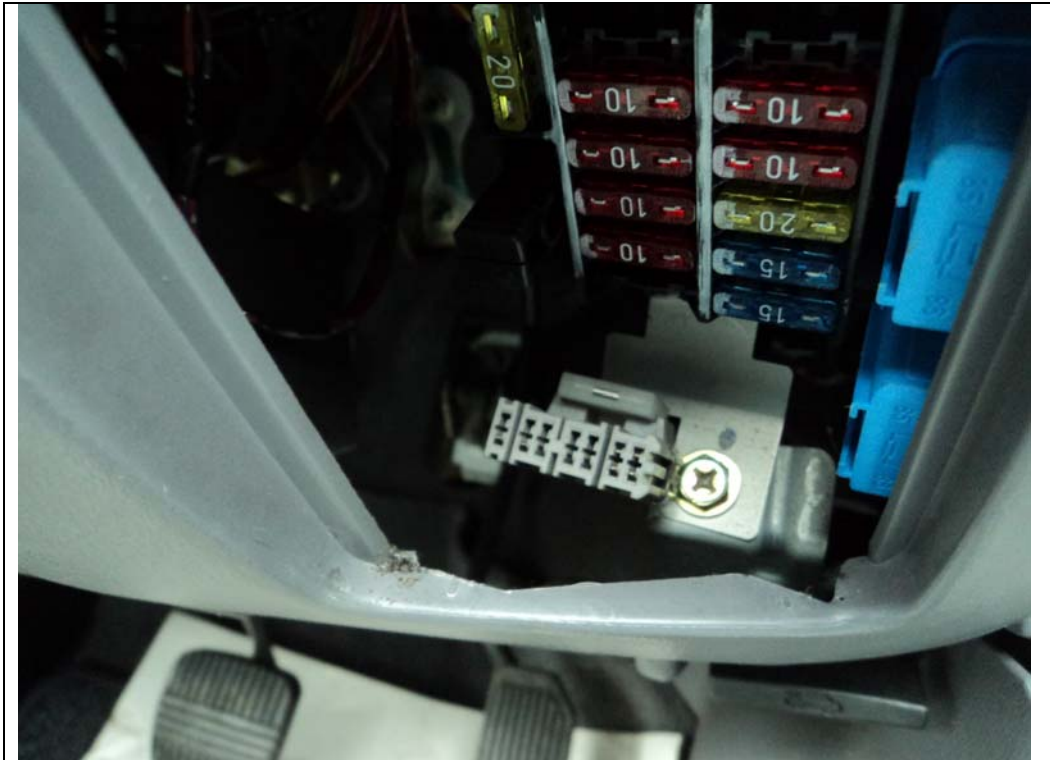
Toyota Yaris & Nissan Micra – Diagnostic Plug.

The diagnostic plug must be fitted and “Work”. If found to be missing vehicle to be disqualified and advised to get auto electrician to refit plug.

The plug will be used at scrutineering to check ECU settings etc.

Not mentioned at meeting, but included for information

Micra Diagnostic Plug Location – Right hand side of lower dash to the right of the steering wheel and pedals.



Toyota Yaris & Nissan Micra – ECU.

Only one unit may be fitted at any one time. The practise of fitting two side by side to allow quick interchange ability is prohibited. If two found one must be removed.

Toyota Yaris – Wheel sizes.

These may be either 13" or 14".

However all axles must have the same size wheels. i.e. All 13" or all 14".

It is not permitted to have say 14" on front and 13" on rear Or 13" on front and 14" on rear.

This must be checked in start-line holding bay. Any found non compliant must not race in particular heat/final.

Nissan Micra – wheel Sizes - Restricted to 13" only.

Inlet Manifold.

All standard production connections electrical, mechanical and other must remain. Water pipes may be looped or plugged. They cannot be blanked off at or within manifold. If Charcoal canister removed the pipes concerned may be looped or plugged.

Roll Cage Feet – Sill mounting.

The upright foot must be directly under upright base complete with floor plate in all cases.

Care must be taken with Toyota Yaris as there is a false floor with void.

Sill mounting is not ideal and is being re-considered and guidance will be issued later.

Toyota Yaris – Cylinder Head Thickness.

After concerns that rule book figure is incorrect several heads have been measured.

The revised minimum thickness = **112.50mm**

This allows for 1 skim to deal with any distortion and a small tolerance.

This is an absolute minimum and any head found less than 112.50mm is to be deemed non-compliant.

4 Door Vehicles – Door Skinning.

Only the drivers compartment doors may be skinned. i.e. Front doors only.
For Micra & Yaris only lower part of front doors can be skinned. See Rule 2.5 Page 33

Skinning of all 4 doors is not permitted in Class 1.
i.e. For Micra & Yaris the rear doors cannot be skinned. See Rule 2.5 Page 33.

Class 2.

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 3rd 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. 3rd 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.

Nissan Micra.- Rear Valance

Rear valance is being removed on certain vehicles. The valance must be retained. If found removed it must be replaced.

Nissan Micra.- Tunnel Strengthening plate - This is being removed on certain vehicles. For 2017 it must be retained.

4 Door Vehicles – Door Skinning.

For 4 & 5 door vehicles, skinning of all 4 doors is permitted.

N.B.1. The Rule on page 27 regarding 'Rear Passenger' doors is dissaplied for 2016 as per Board requirements.

N.B.2. For experimental cars rear door skinning is prohibited.

Sump Guards.

Their use is being re-considered.

The CGTRO rep. commented that feedback from many competitors indicated that they want them retained, as some tracks need them. There's no objection to a weight limit.

To get a general view a vote was taken as follows.

To retain sump- guards - VOTE For = 6 VOTE Against = 4 VOTE Abstention 4.

Thickness Size 5mm - VOTE For = 2
6mm – VOTE For = 3
3mm – VOTE For = 7

Max width = between chassis rails.

Exhaust

The point that the rear of the car begins is to be reviewed.

Currently it is just to the rear of the mid point of the vehicle. In future it may mean to rear of rear wheels or near rear panel.

Class 3.

Engine Cradle.

Rule 2.11 to be reviewed.

In future all of the engine/suspension cradle must end no forward than the front face of the front tyre regardless of size of front tyres fitted. The 349mm height rule permitting further protruding is to be dissaplied and removed.

The only frame forward of tyres will be the bumper/panel support bar of one 25mm box maximum supported by 2 number 20mm support bars as existing rule. The slam panel and wing support bars to remain as max 20mm.

Rear Axle/suspension cradle.

The rear axle/suspension cradle requirements to be amended so that it must remain forward of the rear face of the rear tyres regardless of size of rear tyres fitted. The only frame rearward of tyres will be the bumper/panel support bar of a maximum of 2 No. 32mm support bars, supporting 1 No. 32mm bar inside the original rear panel. Maximum width will be between nearside and offside rear wheel centrelines. This to be within 50mm +/- the original boot/luggage compartment floor location.

In addition 2 No. straight/triangulation support bars 32mm is to be permitted provided the end 100mm (4") forward of the 25mm protection bar. These are a maximum requirement. Smaller bars may be used.

The protection bar must be one 25mm box maximum supported by 2 number 20mm support bars as existing rule. Battery and or fuel/oil tank must not be located directly inside rear panel. Fuel/oil tank protection bars single max 25mm box permitted.

All bars must be fit for purpose in size and strength. Excess framework will be deemed ballast and prohibited.

Wheelarches.

Any steel floor or substitute metal floor must include inner wheel arches.

Outer wheel arches must cover tyres more and be properly formed to suit actual tyre clearance. Not ridiculously oversize as at present.

For future the 50mm limit will be reduced say to 25 then to Zero.

Bodyshell Fixings to chassis.

These must be via a plate or correct bracket fixed to chassis/roll cage.

The use of a bolt fixed to a hole drilled through say a roll cage component bar is not permitted.

Bodyshells.

More suitable shells should be used. Small is not always better.

Competitors must check with scrutineers before using any particular different or currently unused bodyshell

For 2017

Foot Pedals.

Foot pedal location to be eased with a likely measurement from rear axle centreline instead of front.

This to be checked if feasible.

Wheelbase - This may be eased to allow/encourage use of more modern vehicles.

Battery & Battery Box.

Sizes to be discussed with a view to reducing permitted sizes.

Radiator location.

Radiators will not be permitted in window apertures. Some cars including some A35 ones will have to move radiators to suit.

Any vehicles found not complying in 2016 will be given advice on relocation etc for 2017.

Bolt in tunnels.

These may have to have a prop holding inverted "U" bar fitted to protect driver if there is no framework that supports the tunnel.

Class 4 & 6.

Engine Location.

Vehicles must comply with rules. If wont fit & comply then wrong bodyshell chosen.

Wheelarches.

These must cover tyres more and be properly formed to suit actual tyre clearance. Not formed to be ridiculously oversize as at present.

For future the 50mm limit will be reduced say to 25 then to Zero.

Bodyshell Fixings to chassis.

These must be via a plate or correct bracket fixed to chassis/roll cage.

The use of a bolt fixed to a hole drilled through say a roll cage component bar is not permitted.

Class 5 & 7.

Mini Pick Up.

Concerns regarding use of wholly replacement panels (original manufacture or factor manufacture) to create bodyshell rather than original vehicle and or conversion of Mini saloon into pick up. Use of shortened Mini saloon roofs in place of original or original replacement pick up roofs.

5 cars measured at NEC 2 found to be wrong. i.e. panels too small. All such vehicles to be corrected.

The roof should be 933 from front gutter to rear gutter. Standard rear gutter is 8mm wide (not 10mm or greater).

Rear panel to roof pillar 50"/1270mm.

'B' Pillar width = 157mm. Width of bed = 1235mm

See measurement sheet attached to minutes –

All such vehicles must comply with dimensions and ideally use the correct replacement roofs.

All panels must be as and match the original vehicle silhouette.

It is not permitted to convert one type of bodyshell into another. E.g. a saloon bodyshell into a Pick Up.

Vehicles that don't comply cannot race.

Brief discussion including reference to. Now that space-frame construction used there is little difference between a original "skinned" Pick Up shell with floor and front rear bulkheads removed and a composite bodyshell made up of all replacement panels. Construction suits engine/gearbox positioning. Cost of panels is less than sourcing original Pick up. Replacement panels have been used for many years. Silhouette is virtually identical.

Cinquecento - The rear panel must be flat not curved to fit around engine cradle.

Wheelarches.

These must cover tyres more and be properly formed to suit actual tyre clearance. Not ridiculously oversize as at present.

For future the 50mm limit will be reduced say to 25 then to Zero.

Bodyshell Fixings to chassis.

These must be via a plate or correct bracket fixed to chassis/roll cage.

The use of a bolt fixed to a hole drilled through say a roll cage component bar is not permitted.

Bodyshells.

More suitable shells should be used. Small is not always better.

If on a pick up the tail drags ground due to suspension movement then wrong bodyshell used or wrong suspension or wheelbase too short.

Radiator location.

Radiators will not be permitted in window apertures. Potential risk to marshals and following drivers if burst. Some cars will have to move radiators to suit.

Class Junior Specials.

Rear Suspension – Slider mountings.

These are not permitted. There must be specific fixed brackets. Minor adjustments permitted. Rule wording to be amended to clarify requirements.

Camshafts.

The units referred to in previous meeting are confirmed as permitted

BG Automotive.

12NZ / C12NZ / X12SZ – Cam ref CS2314.

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

X12SZ - Kit = Cam & 8 lifters – CS2372K

AE – Current Online catalogue (fmecat.com).

CAM453 = 12NZ / C12NZ / X12SZ Camshaft

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

Class 8, 9 & 10.

Radiators.

Must be located as rule and in shaded area shown on drawing Fig 18..

Engine & Gearbox Location.

These must be within the chassis. There must be chassis bars to the left, right and rear of engine such that in the event of any impact the chassis bars concerned are hit rather than engine or gearbox unit.

Also in the event of roll over and breakage of engine or gearbox mountings the unit remains within the chassis confines. Mountings must be suitable for stress loads concerned.

Safety harness – Crutch Strap.

6 Point – Types with thigh straps the fix point is towards rear of front of seat.

5 Point – Fix point straight down or forward of front of seat.

Certain manufacturers provide installation instructions that may differ. Manufacturers instructions must be followed.

The fitting of a suitably braced bar at the seat front edge is permitted to prevent belts tearing into the seat.

d. Rules Clarification requests from League C. Scrutineers.

Rear Beams on Saloons.

The EM rep. queried the location of the rear beam and its support/bracing bars

Following brief discussion and reference to sketches on pad it was confirmed that the beams must be as drawing in Feb 2015 meeting minutes.

Seat Mountings.

Certain manufacturers provide seat installation instructions that require seat to floor mounting only. Must additional back or top mountings be fitted.

The Dir. Scrutineering confirmed that if manufacturers recommend floor fixing only then rear back mountings are not required.

However a rear seat support bar must be fitted so that the seat may be very close to it such that it prevents the seat back bending or breaking.

Note. Ancillary equipment including gear lever brackets must not be mounted directly to seats.

For saloons gear lever fixings & support brackets must be original floor mounted or if floor frame/replacement steel floor fitted be floor frame/chassis mounted.

6. JANUARY 2017 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

As outlined in earlier discussion.

Any separate League proposals must be sent in for consideration.

7. ANY OTHER BUSINESS:

Roll Cage.

50mm diameter. Where the use of 50mm diameter and 2mm thickness tube is being considered must the tubing be certified.

YES the material must have an accompanying certificate to prove its yield strength matches that in rules.

Mudguards on Specials.

The Wiltshire rep. enquired if mudguard can be fitted.

Following brief discussion and reference to sketches on pad it was confirmed that they may be fitted provided they do not protrude beyond the imaginary line between front tyre and rear tyre centre line.

The Wiltshire rep. enquired if it would be possible to have an experiment where mudguards of the type used by continental "Autocross" racing cars could be trialled.

These vehicles are similar in construction to Autograss specials and race on similar but larger tracks. Their mudguards are also designed and fitted to bend/deform if hit rather than break. They also reduce wheel-climbing and significantly reduce the track debris emanating from the wheels concerned. This also allows clearer vision for following competitors reducing risk of wheel to wheel contact.

Brief discussion followed.

The Dir. Scrutineering confirmed that there would be no objection to carrying out such an experiment. He requested that a formal request is needed confirming details of type, construction & fitments so that it may be considered.

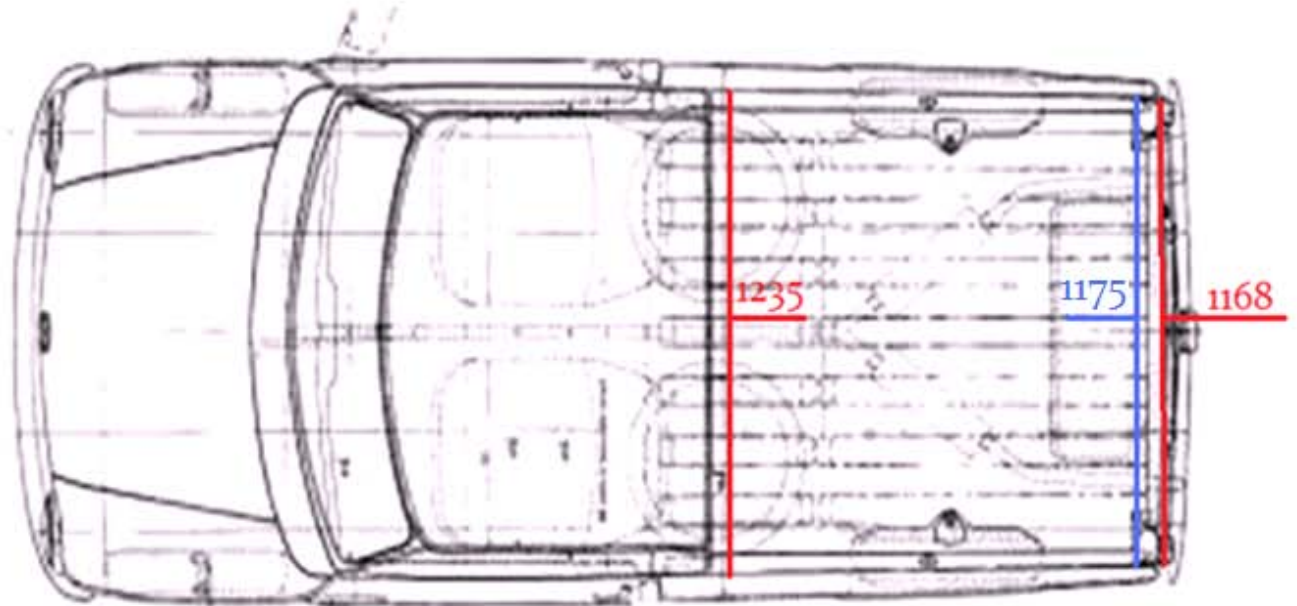
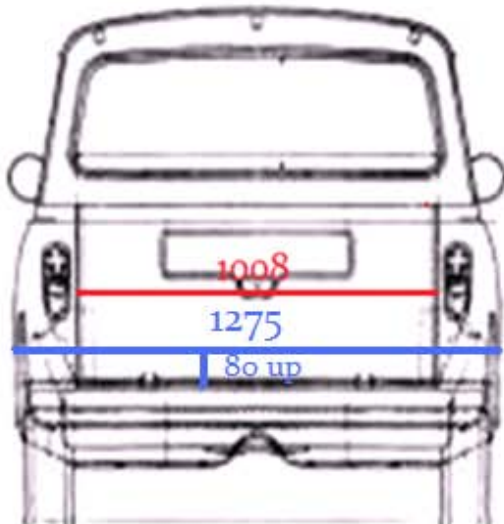
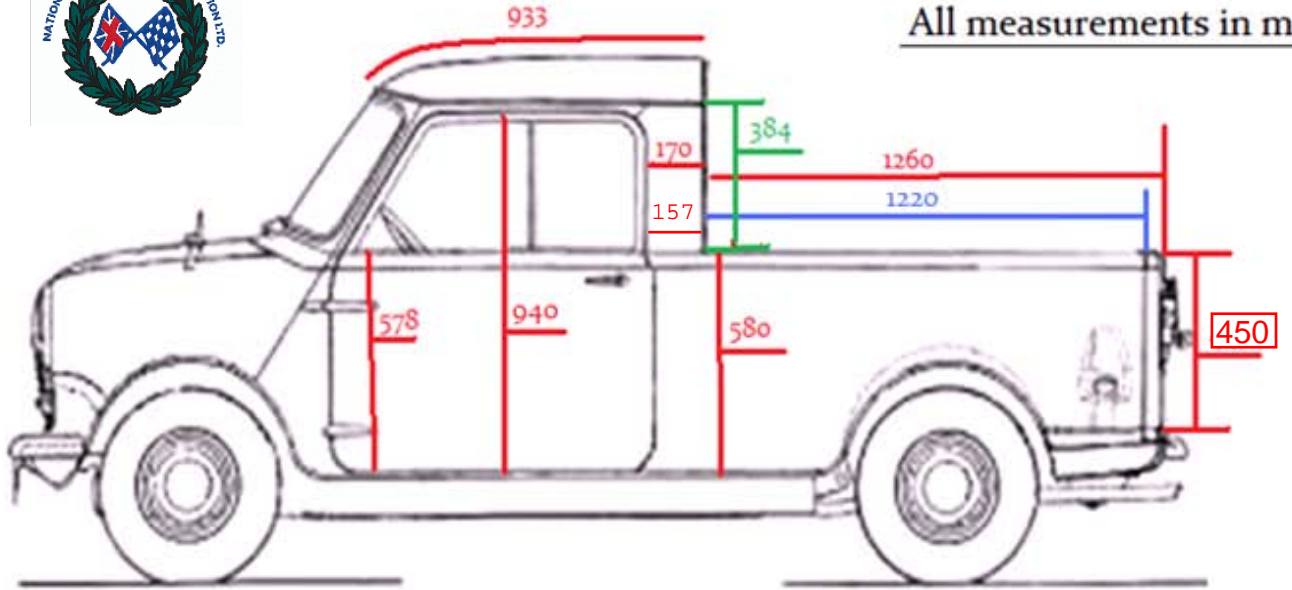
No other matters raised.

Meeting Closed 3.00pm

NASA MINI PICK UP GUIDE



All measurements in mm



“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.

2016 National Autograss Championships **Javelin Park** **5th, 6th & 7th August 2016.**
Little Haresfield, Gloucester
GL10 3DP

Host: Wiltshire league **www.national-autograss .co.uk**
Scrutineering times: **FRIDAY: Noise Testing** **2.00 p.m. -- 3.30 p.m. (Break 3.30 - 4.30)**
(All to be confirmed) **FRIDAY: Scrutineering** **4.30 p.m. -- 7.30 pm.**
FRIDAY: Scrutineering **2.00 p.m. -- 4.00 p.m. (Break 4.00 – 5.00)**
SATURDAY: Noise Testing **5.00 p.m. -- 8.00 pm**
SATURDAY: Scrutineering **7.30 a.m. -- 8.30 a.m.**
SUNDAY: Scrutineering **8.00 a.m. -- 9.00 a.m.**
 8.30 a.m. -- 9.00 a.m.
 (Repaired vehicles only)

2016 Ladies & Junior National Autograss Championships **Javelin Park** **2nd 3rd & 4th September 2016.**
Little Haresfield, Gloucester
GL10 3DP

Host: Wiltshire league **www.national-autograss .co.uk**
Scrutineering times: **FRIDAY: Noise Testing** **2.00 p.m. -- 3.30 p.m. (Break 3.30 - 4.30)**
(All to be confirmed) **FRIDAY: Scrutineering** **4.30 p.m. -- 7.00 pm.**
FRIDAY: Scrutineering **2.00 p.m. -- 4.00 p.m. (Break 4.00 – 5.00)**
SATURDAY: Noise Testing **5.00 p.m. -- 7.30 pm**
SATURDAY: Scrutineering **7.30 a.m. -- 8.00 a.m.**
SUNDAY: Scrutineering **7.30 a.m. -- 8.00 a.m.**
 8.30 a.m. -- 9.00 a.m.
 (Repaired vehicles only)

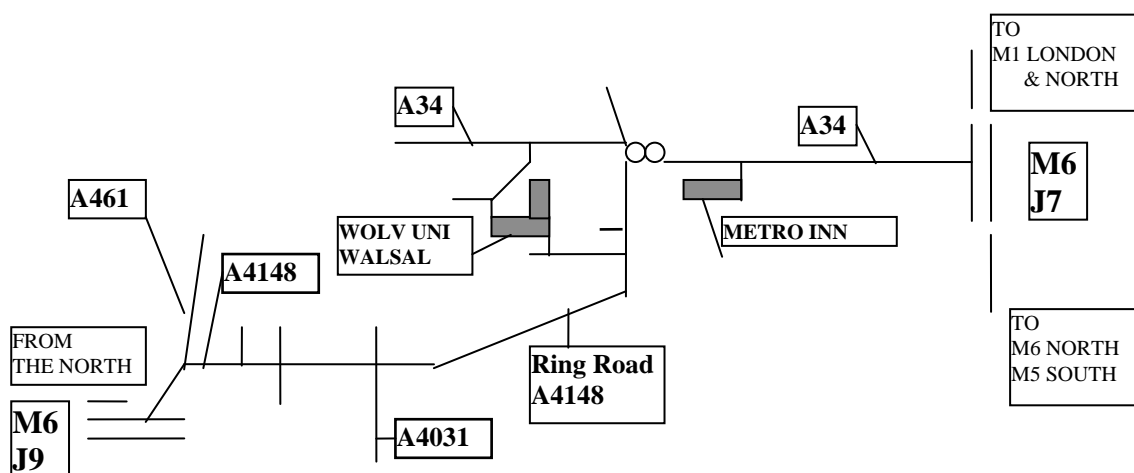
NOTE:

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 2015/6 Edition Rule Book.
2. For future reference: **WANTED:**
Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
- 3 **FUTURE MEETINGS: 11.00 am**
Metro Inn, Birmingham Rd, Walsall WS5 3AB

SATURDAY	9 th APRIL	2017 Rules - Draft
SATURDAY	18 th JUNE	NAC's & Training
SATURDAY	08 th OCTOBER	2017 Rules

NASA AGM 27 November 2016



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

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

You are advised to bring your own refreshments.

The venue has a NO-SMOKING rule.

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

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