

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S2MIN0417/VM/GIJ

SATURDAY, 08th APRIL 2017 - 11.00 am

METRO INN, Birmingham Road, Walsall WS5 3AB.

Present

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

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

APOLOGIES: EA. Noise Tester.

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.** - Mr VM NASA Director responsible for scrutineering welcomed those present.

2. **MINUTES OF PREVIOUS MEETING 19/02/17 and MATTERS ARISING**

Page 2. – Seat belt Mountings.

NASA Director VM commented that all seat belt mountings must be fit for purpose and safe. Ideally off floor frame or roll cage structure.

Page 2. – Micra Tunnel Plate.

NASA Dir. VM enquired if anyone had further information. Those present indicated not.

NASA Dir. VM to contact Mr D. Robins.

Page 2. – Yaris ECU.

The Scottish Rep. commented that following time spent on rolling road etc. it had been found that the French ECU – smaller than Jap ECU had an input from the gearbox sensor and different part wiring looms were available. Changing the small loom so that gearbox sensor input is available and disconnecting the ABS plug seems to resolve the safe mode problem.

By-passing the temperature sensor has a negative effect in that it allows the engine to rev higher but actually reduces the engine power output by approx 10bhp.

NASA Dir. VM requested a note from The Scottish rep. with details so that they were available to all.

Page 2. – Tyres.

NASA Dir. VM commented that Maxsport are proposing a price increase of approx £3 per tyre.

Also tyre testing at race meetings is to be resumed. – see later in meeting.

Page 5. – Mini Exhausts.

NASA Dir. VM commented that the large number and variations of replacement exhaust systems available has meant that the original simple idea of just prohibiting straight through silencers is going to need more thought and will be revisited during the rule book discussions.

Page 7. – Special Fronts.

NASA Dir. VM commented that all known specials affected had been sorted by fitting correct sized bars. However there may still be some specials with undersized bulkhead bars racing. Scrutineers to check vehicles as necessary.

There were no other matters arising.

PROPOSED: EA Rep.

SECONDED: CGTRO Rep.

That the minutes be accepted as a true record.

UNANIMOUS

3. **CORRESPONDENCE:**

Scrut Sec. commented that none had been received prior to the meeting. Was any other correspondence to be handed in?

– There were none.

Mr J. Gay Letter.

NASA Dir. VM enquired if there was any comments regarding the proposed reply to the letter?

The MAP Rep. commented that the League has discussed the matter but did not wish to act upon the suggestions therein.

The CGTRO Rep. suggested that rather than follow the suggestions a simpler method of increasing roll cage strength would be to make some of the “Optional bars” described in the rules and mandatory from a certain date. Alternatively fit an additional bar from the bottom of the “B” post to the lower windscreen bending point of the “A” post. This would minimise the risk of the “A” post bending or collapsing inwards particularly on low rake angle wind screened vehicles.

General discussion followed including reference to: General roll cage construction. Some optional bars becoming mandatory. Flimsiness of some body shells. Mandatory use of “X” bars in roof.

NASA Dir. VM commented that there will be a constructors meeting arranged soon with a view to discuss making some optional bars mandatory.

4. JANUARY 2015/2017 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS

a. Class 1 & 2.

Experimental vehicles / Trials.

NASA Dir. VM commented that the situation was as previous meeting.
Mr ME is dealing with vehicles. The C1 had been built and is awaiting inspection.

The SH rep. enquired if a Suzuki Swift 3 cyl engine vehicle could be considered.
The EM Rep. enquired if another C1 could be considered.

NASA Dir. VM commented that applications would be considered once received.

Micra Suspension components.

Concerns expressed that these seem to be difficult to source in some areas.
This was noted and availability will be checked.

Not discussed at meeting but included for reference.

Replacement components – Wishbones, control arms, bushes, readily available from various aftermarket companies via motor factors. First Line Ltd. – FCA..... or Quinton Hazel – QH..... or Keyparts – KCA..... See their online catalogues.

Also obtainable via eBay and or Amazon web shops.

b. Tyres

Tyre Update.

NASA Dir. VM commented that the tyre supplier's contract was due for renewal next year.

Brief discussion followed including reference to. Possible future specification of and use of "Control tyres". Costs of tyres. Longevity of tyres. Choice of tyre suppliers.

NASA Dir. VM commented that the Durometers purchased by NASA were to be issued to League Chief Scrutineers for random testing use at race meetings. Training in the correct use of them will be given. In the past false readings had been obtained due to incorrect use of durometers.

c. Scrutineer Report.

General

NASA Dir. VM commented that as there had been so few race meetings to date there was nothing to add to previous meeting's comments.

Race Meeting Scrutineering Reports.

NASA Dir. VM explained that he would like to initiate a Chief Scrutineers Race Meeting Report system.

This to be sent to him following every race meeting via text or email.

The report would consist of information on the lines of:

This or that was found, or this happened, or problems with whatever vehicle or type of track incident damage to vehicle observed. Competitor abuse if any.

The report would let him know what is happening at race meetings. Also to spot trends in car compliance etc.

NASA Dir. VM commented that a report had been received from East Midlands that was helpful.

The EM Rep. commented that the main issue at the race meeting concerned was Wheel arches and Mini vehicles with rotten/corroded floors. Also poor/rotten seat belt mountings.

Vehicle Tagging.

NASA Dir. VM explained that "Red" tagging would commence in May this year. A Red Tag Check List will be produced for use as a base to issue the Red tag. As the Blue Tag system each tag will be numbered and details of vehicle and owner held on a record sheet and database. The process to examine and tag existing vehicles will be for approx 3 years before becoming compulsory for all. This to be an ongoing review until date of full compliance agreed at Board.

NASA Dir. VM commented that he was not aware of any vehicle yet turning up at a race meeting without a blue tag.
All new vehicles must be tagged.

Regarding removed or "cut off" tags, if they are removed following an accident the vehicle must be re-tagged before racing again. The scrutineer who removed the tag and the competitor must inform him so that record can be amended

and a re-tagging visit arranged. If an emergency issue tag is required the scrutineer must discuss the request with him before doing anything.

Cost of tagging.

NASA Dir. VM commented that from 1 May 2017 NASA is introducing a charge of £20 per tag issue. The charge also applies to any constructor given permission to issue tags. i.e. The constructor must also charge the cost per tag.

Tag Paperwork.

NASA Dir. VM commented that all tagging records will be updated as required. There will be a spreadsheet available and also on the website.

Seat Belt & Arm Restraint Checks.

NASA Dir. VM commented that these have not always been done previously as required. From photos taken at race meetings it is clear that drivers hands/arms may sometimes escape the vehicle. Luckily without injury so far.

All arm restraints must be checked to ensure that.

They are fitted correctly.

They do not hinder access to vehicle controls.

The restraints and clips etc are in good condition and operate correctly - not rusty or jammed.

d. Rules Clarification requests from League C. Scrutineers.

Seat Mountings.

The EM Rep. commented that he had manufactured a seat floor frame "IJ" bar that is welded onto the floor frame bars at 4 points to which the seat is then fixed to. Is it acceptable?

A photograph was shown to those present.

All agreed that it was acceptable.

NASA Dir. VM commented that all seat mountings must be fit for purpose.

Wheel Arch Clearances.

The CGTRO Rep. enquired if there is a limit to the clearance between the tyre and wheel arch?

He is concerned that particularly in class 6 and 3 there is a large variation in measurements. Clearance in extreme cases is 12" (300mm) or more.

NASA Dir. VM commented that some seemingly large clearance is due to differing tyre size and also suspension movement. However some vehicles do seemingly have too large a clearance.

Where the clearance is obviously excessive then the item must be listed in the competitor concerned rule book for attention/rectification prior to next race meeting.

Class 2 Head thickness limits.

The TD & SH Rep. enquired if the % removal formula gives advantage to some vehicles due to the head being very thick initially – e.g. Peugeot?

The Scrut Sec. commented that the original formula was devised in the past to suit many vehicles and did not give any specific vehicle an advantage over another. Although in theory a thicker standard head meant more could be machined away, in practise the depth of the head chamber & valve lift was the limiting factor. Some engine builders have found that removal to the absolute limit does not necessarily give advantage but instead a poor performing or wrecked engine. The ideal is somewhere less than the absolute % limit once combustion chamber size, cam/valve lift and timing belt consideration and practicalities are taken into account.

5. JANUARY 2018 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS.

- a. Rules Clarification.
- b. Rules for 2018.

NASA Dir. VM commented that the 2018 rules were in the process of being produced. Any input regarding suggestions etc was welcome.

6. ANY OTHER BUSINESS:

Junior Specials – Engine types.

NASA Dir. VM commented that as the rules were due to be updated were there any thoughts upon the use of other engines.

Brief discussion followed including reference to. At time of inception a choice of donor vehicle/engines was considered but the Vauxhall was chosen due to then wide availability and also as suspension provider from same vehicle. 1.2 8v engines becoming scarce and costly to maintain. Use of new Corsa 4v/cyl 1.2 alternative, however cam chains costly to replace. Fiesta engines? 1.6 Vauxhall engine?

NASA Dir. VM commented that any ideas were welcome. Could this be discussed at Leagues for future reference.

Sealing of engines.

The TD & SH Rep. enquired if there was any specific ruling regarding sealing.

NASA Dir. VM commented that ideally the limited modification classes should have items sealed as and when required.

Some leagues/clubs seal at early meetings others later. E.g. The UKAC series seal vehicles at all their meetings. It is really up to the clubs, leagues and race series organisers to decide.

Vehicle Eligibility.

Is the Audi TT eligible for any NASA class?

Brief discussion followed including reference to. Not all models are the same, some are 2 door convertibles/coupes others may be 3 door coupes. Most have 4WD. TT's do not have "B" post. Concerns regarding access for medical personnel due to small door window aperture (similar to banned TR7).

NASA Dir. VM commented that if details of model and year are forwarded to him he will pass info to Mr G. Jones (Sec.) to consult the NASA technical information library.

Not discussed at meeting but included for reference.

Audi TT described in technical literature as a: 2+2 convertible/Roadster/Sport/Coupe.

It is not described anywhere as a saloon or sports saloon as required by vehicle construction rules.

Therefore it is not eligible for use.

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.

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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 1.50 p.m.

“Orange” “Official” scrutineers jackets

Not all **“orange” “official” scrutineers jackets** have been returned to Mr G. Jones (Sec.) following the National Championships. Could they please be returned as soon as possible.

These jackets are intended for use at the National Championship Meetings only.

They have not been generally issued to Clubs or Leagues for use locally.

If any are seen at race meetings then the Leagues concerned may be charged a certain sum of money and the jackets confiscated.

2017 National Autograss Championships

**The Ovals
Lyonshall, Kington,
Herefordshire
HR5 3LN**

4th, 5th & 6th August 2017.

Host: Cwmdu Car Club

www.national-autograss .co.uk

Scrutineering times:
(All to be confirmed)

FRIDAY: Noise Testing

**2.00 p.m. -- 3.30 p.m. (Break 3.30 - 4.30)
4.30 p.m. -- 7.30 pm.**

FRIDAY: Scrutineering

**2.00 p.m. -- 4.00 p.m. (Break 4.00 – 5.00)
5.00 p.m. -- 8.00 pm**

SATURDAY: Noise Testing

7.30 a.m. -- 8.30 a.m.

SATURDAY: Scrutineering

8.00 a.m. -- 9.00 a.m.

SUNDAY: Scrutineering

8.30 a.m. -- 9.00 a.m.

(Repaired vehicles only)

2017 Ladies & Junior National Autograss Championships

**The Ovals
Lyonshall, Kington,
Herefordshire
HR5 3LN**

18th, 19th & 20th August 2017.

Host: Cwmdu Car Club

www.national-autograss .co.uk

Scrutineering times:
(All to be confirmed)

FRIDAY: Noise Testing

**2.00 p.m. -- 3.30 p.m. (Break 3.30 - 4.30)
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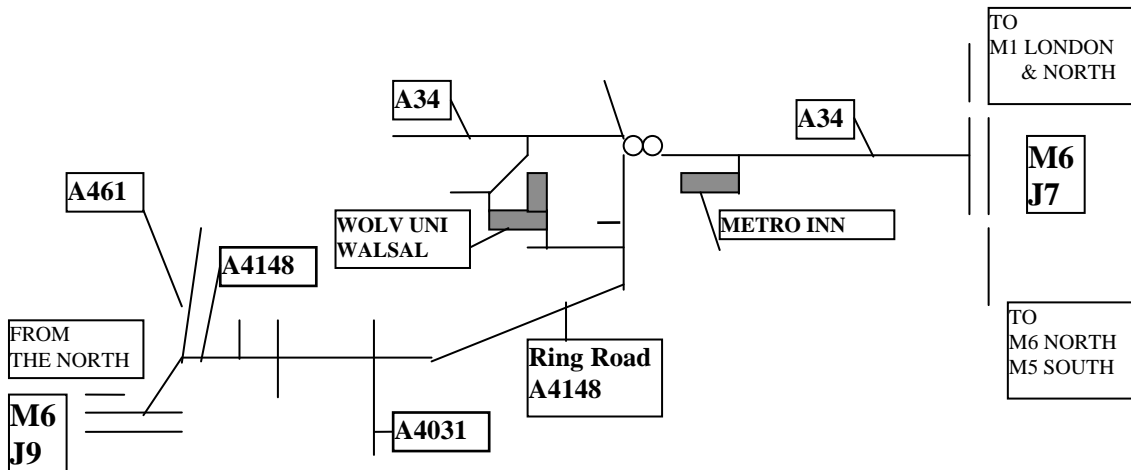
NOTE:

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 2015/7 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 10th JUNE NAC's & Training
 SATURDAY 14th OCTOBER 2018 Rules

NASA AGM 27 November 2017



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

Follow signs to RECEPTION, 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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