

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S1MIN0217/VM/GIJ

SUNDAY, 19th FEBRUARY 2017 - 11.00 am

METRO INN, WALSALL.

Present

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

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

APOLOGIES:

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

VISITORS: D. Robins.

**ASSOCIATION OF
AUTHORISING
BODIES**

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

The Scrutineers Secretary welcomed all and introduced himself, Mr VM NASA Director responsible for scrutineering, Mr RS, Mr AT (NASA 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.

NASA Director VM thanked all those who helped last year

Code of Conduct.

The Scrutineers Secretary 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 the NASA Scrutineers or NASA Director VM have agreed something, then the argument is invalid without the letter or email.

Scrutineering Structure & Class Scrutineers.

NASA Director VM explained that over the winter a numbers of changes had taken place and for this year these persons would be the main contact point for members with regard to any queries for any particular class. Also for ideas regarding class rules for present and future.

Class	Name	Class	Name
1.	A. Taylor & D. Robins (Micra & Yaris)	7.	J. Hessey
2.	S. Smith	Jnr Specials	J. Hessey & Kevin Butcher
3.	D. George	8.	To Be Confirmed.
4.	M. Uka	9.	To Be Confirmed.
5.	D. Mullen	10.	To Be Confirmed.
6.	R. Corbett	Tyres	J. Hessey & D. Mullen

Diagnostics (Micra/Yaris & Jnr Specials) – At larger meetings – BAS/UKAC/ NAC's To Be Confirmed

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

Consistency

NASA Director VM wanted everyone to work together and the class scrutineers to have a proper role, to ensure that League and Club Scrutineers enforced rules correctly. Leagues & Clubs must be more careful and attentive in policing the rules. It is embarrassing for everyone including the clubs and leagues concerned when their competitors turn up at the Nationals and other large meetings with incorrect cars. Those incorrect cars when they are excluded at pre-race scrutineering, at the nationals, have taken the qualifying place of a legal vehicle from the club concerned. It is the same at post-race scrutineering.

Therefore more pre-season checking must be encouraged. Scrutineers should use "common sense" when checking cars.

The SWL rep. enquired as to situation where a checked and passed car is subsequently altered such that it may no longer comply.

NASA Director VM commented that the use of scrutineering seals may be appropriate also the taking of digital photos for record purposes.

Brief discussion followed including reference to past instances of alleged non compliance after checking. Competitor being penalised for the use of a non compliant item supplied by others e.g. an engine builder has allegedly provided a non compliant unit. The engine builder/provider escapes without penalty.

NASA Director VM commented that proven guilty parties need punishment and this is should be considered for future.

3. MINUTES OF PREVIOUS MEETING 15/10/16 and MATTERS ARISING:

Page 1. Tagging.

The CGTRO rep. enquired if the situation for 2017 was: No tag no race?

NASA Director VM stated that vehicle tagging would be discussed later in meeting.

Page 1. – Seat belt/safety harness mounting points.

The K rep. requested clarification of the situation.

NASA Director VM stated that mounting to a say mini rear seat panel was permitted, however the panel must be in good condition and must have the correct belt mountings in front of the panel with correct back-plate behind the panel. The original seat belt mounting points are also acceptable, provided they are not rusted, or incomplete or damaged and remain structurally sound.

The CGTRO rep. commented that he would prefer a separate bar to be used as a harness mounting point. E.g. the lower rear floor-frame bar.

Brief discussion followed including reference to. Club scrutineers miss poor installations due to number of cars and time period for scrutineering. Belts do slacken in event of rear impact as panels move. Surely mounting to a strong structure such as floor frame & roll cage arrangement should be the way forward regarding safety.

NASA Director VM stated that this will be considered further for the future construction rules.

He requested a vote upon the following:

Recommendation that belts be mounted to floor bar structures.

UNANIMOUS

NASA Director VM requested that this be discussed at local level and that monitoring of seat belt mountings take place with subsequent feedback to him.

Page 5. – Class 2 – Micra Tunnel Plate.

NASA Director VM explained that the tunnel plate (mounted below floorpan) is regarded as a structural member and cannot be cut away under the "skinning" rules.

The options if it has already removed are possibly: Replace it. Or put the equivalent weight in the vehicle boot.

He will confirm later which it is to be.

Page 5. – Sump Guards.

NASA Director VM explained that following the previous meeting feedback had been received from various competitors regarding the 3mm rule.

He confirmed that the requirements are now either 3mm Steel Or 5mm Alloy.

For Class 1 Micra & Yaris sump-guards remain prohibited.

Page 6. Class 5.

The MAP rep. enquired if any thought had been given to the future use of turbo charger small engines in this class?

NASA Director VM commented that this was not under consideration at present.

Page 6. Class 3,4,5,6,7 – Additional Body Fixings.

NASA Director VM explained that the additional fixings are to be fitted at a point that is above the bottom of the door window aperture. Not solely at a point above the door aperture. The idea is to ensure that the bodyshell is secure and does not flex so that the roof panel does not fly off in the event of a roll over as happened to a vehicle last season.

Brief discussion followed including reference to fixing points.

NASA Director VM confirmed that the bolts must not pass through the roll cage. Ideally plates/tags should be welded to the cage for fixing points. If the bodyshell still flexes after fitting then the fixings are incorrect or inadequate.

Page 7. – Junior Specials - Suspension mounting points.

NASA Director VM explained that the individual suspension component mountings must each have and be at a single chassis fixing point. The use of multiple hole fixing points to allow a great deal of adjustment are prohibited. Sliding or clamping mountings are prohibited. There must be nut & bolt fixings.

For the rear suspension whilst the main suspension mounting point must be a single direct fixing point there may be a "concentric" suspension mounting fitted between the chassis point and the suspension unit. This will allow a limited permitted amount of adjustment.

No other matters arising.

PROPOSED: EA Rep.

SECONDED: SWL Rep.

That the minutes be accepted as a true record.

UNANIMOUS

3. CORRESPONDENCE:

The Scrutineers Sec. explained that none had been received prior to the meeting and enquired if any was to be handed in.

No other correspondence received.

NASA Director VM enquired if there was any feedback from Mr J. Gay email letter as discussed in 18 June 2016, meeting?

There was none.

NASA Director VM explained that a copy will be sent out with minutes and feedback was required as soon as possible as he wished to reply to Mr Gay.

4. JANUARY 2015/6/7 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

- a. i. Class 1 & 2
Experimental vehicles / trials.

NASA Director VM explained that the situation remained as at the previous meeting.

- ii. Nissan March

NASA Director VM enquired if anyone had information regarding this vehicle.

Brief discussion followed including reference to. Vehicle is Japanese version of the Micra. For home market. Was exported to some European countries including Ireland. Not sold in UK. Basic bodyshell specifications similar to Micra but with a more square tailgate. Trim specification is different. Suspension components are different. Engine same. ECU same. March has a 9 digit chassis number. Micra has 17 digits. Rules specify Micra not March.

NASA Director VM confirmed that the Nissan March is not eligible for Class 1 as the rules specify Nissan Micra. Where the March is found in use, then it must be changed to correct Micra specification before racing.

iii. Toyota Yaris – ECU – “Safe/Limp” Mode.

NASA Director VM explained that there seems to be an issue with certain ECU's on this vehicle.

The French produced vehicles may go into a “Safe or Limp” mode after approximately 3 laps or 180 seconds when racing. This is due to the continuous high revs and the ECU software therefore deeming the vehicle is stationary so it resets itself for protection.

Mr P. Hinton, the person who ran the Toyota Yaris class 2 experimental car under NASA25 discovered this and has advised that there is a need to run the wheel speed sensors on the front. Also disconnect the electrical box off the ABS system so you can still plug the ABS plug in but doesn't run the ABS itself, and to make the final connection you must still have the clocks plugged in but these can be cut down to the size of the large box of matches.

This does cure the issue as the ECU picks up the car is moving.

NASA Director VM explained that there will be an extract from the email included in the minutes so that all can understand the situation.

Email Extract.

This issue is only with the French Yaris and not the Japanese as they work differently through the loom,

I had one Jap first which drove fine with no cutting out issues but as soon as we cut the loom in the same way on the French we found the problem with the car going into limp mode after around 108 seconds as the ECU thinks that the car is standing still revving at 6500 revs so resets itself for protection,

The reason this doesn't happen on the Jap models is that they have a speed sensor in the gearbox which is left in the cut down loom but the French version is on the ABS wheel sensors unless you can find a very early French model which had the speed sensor in the box,

You need to run the wheel speed sensors on the front,

You disconnect the electrical box off the ABS system so you can still plug the ABS plug in but doesn't run the ABS itself,

And to make the final connection you must still have the clocks plugged in but these can be cut down to the size of the large box of matches,

This does cure the issue as the ECU picks up the car is moving,

b. Tyres. - Update.

NASA Director VM explained that tyres are important for future.

Mudsingerz market a wide range of tyres at an economical cost. Similar to those originally marketed by the defunct Sportway Tyres.

Maxsport are investigating changes to tyre compounds, to allow for a slower heat build up and more polymer rich. This would improve the block tear rate.

Tyres must be checked more. Feedback is welcomed from meetings and from compound hardness checks.

Durometers are available from NASA, but must be used in the correct manner otherwise false readings may be produced.

c. Scrutineer Report

General: - See comments under consistency.

Tagging.

Blue colour tagging

NASA Director VM explained that he is busy getting tagging sorted. For 2017 every vehicle must race with a Blue coloured tag fitted*. 2600 vehicles have been tagged to date. The tagging sessions are being arranged and spread over different areas.

All leagues are being issued with a list of tagged vehicles, initially at the end of every month, and the NASA records will be updated regularly. Applications for tagging of vehicles can be done via the specific tagging Form on the NASA website.

*Where a brand new vehicle is to race NASA Director VM may authorise specific newly built vehicles to race without a fitted tag. This will be time limited.

For older and existing pre-2017 built vehicles this will not apply and they must all be fitted with a tag before racing.

The number on each individual tag is specific to the vehicle concerned. If the vehicle is sold on, then the tag remains with it. The details of the new owner must be sent to him via the form, so that the NASA records can be correct. The removing of a tag from a vehicle and re-fitting it to another vehicle, including a cloned vehicle, is not permitted. Such and any other misuse of the tag system is a disciplinary offence and may result in a monetary fine and or a ban from racing.

Where a vehicle needs to be re-tagged, due to removal of original tag or has been involved in a on track incident and has been subject o major repairs and or repairs to roll cage, re-tagging may take place but will be subject to a nominal monetary charge.

If a tag has been removed by a designated official (League Scrutineer/NASA official) for any reason, then he NASA Director VM must be informed.

Red colour tagging

This may be introduced later and will be a "safety check" tag with a tick box style form for safety compliance inspection. This involving for example specific rules compliance including seat, harness and general vehicle construction.

d. Rule Clarifications from Leagues.

Seat/harness mounting.

The W rep. enquired as to situation regarding combination seat and seat harness mountings.

NASA Director VM explained that ideally the seat and harness should not have the same mounting point. i.e. a bolt that is used to secure the seat to a bar is shared with a seat belt mounting. If the bolt failed then both seat and belt would fail also.

The same bar may be used provided there are separate individual mounting bolts for seat and belts.

Class 2. - Alloy radiators are they permitted.

NASA Director VM explained that they are provided the size is similar to a standard production item. The use of a extra large unit as found at the 2016 Nationals is not permitted as it is deemed as ballast.

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

Rules Upgrade 2017.

NASA Director VM commented that these are explained on the recent issued NASA Newsletter Issue 6 – February 2017. He read out the relevant sections.

Class 1 - Mini Exhausts.

NASA Director VM explained that "straight through" silencers are now prohibited. The use of motor factor units are recommended as they are more likely to comply. Some aftermarket units are specially made to be "straight through". These are prohibited.

Brief discussion followed regarding methods of checking silencers.

The use of a short length of hose was suggested. Mr D. Robins will provide details soon.

6. JANUARY 2018 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

Class 2

NASA Director VM explained that the suspension regulations were being looked at for 2018 with a view to place a restriction on the amount of "upgrade" permitted.

Class 3

NASA Director VM explained that the regulations were being looked at for 2018 with a view to ensure that the older type RWD vehicles complied and also for future development of the class.

Battery Size.

This will be restricted in future. Details to follow.

Electric vehicles.

Mr V. Mackenzie (Dir.) explained that he had received 3 enquiries regarding electric vehicles, but this was not under consideration at present.

Mini Pick-up vehicles.

NASA Director VM explained that the bodyshell and pick up bed area must be of the correct size. Vehicles will be measured in 2017 to ensure compliance.

The engine and ancillaries must be as drawing in rule book.

All Classes.

NASA Director VM commented that if anyone has constructive ideas for improvements in regulations then he would welcome feedback to himself.

7. ANY OTHER BUSINESS:

The F rep. requested information of permitted Mini contactless ignition. - Aldon LU 142/143/144.

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.



LU142
Ignition Pack 23/25D - Earth

LU143
Ignition Pack 43D/45D Red points

LU144
Ignition Pack 59D Blue points

Nissan Micra

The trailing arm bush is difficult to remove. Is there a permitted replacement available.

NASA Director VM commented that this is to be investigated further.

Exhausts – Exit point locations.

The SWL rep. enquired as to situation as there are conflicting rumours regarding this.

NASA Director VM commented that it is recommended that the bodyshell exit point be behind the "B" pillar. The original thoughts regarding this being compulsory had changed following representations from competitors and clubs.

In general terms the exhaust in the driver's compartment must be shielded. It must be safe, with no risk of burns to the driver and or any marshals and medical personnel that may have to attend to the driver in the event of an incident.

Regarding the locating of the system directly behind the driver's seat he requested that this be monitored.

Special Chassis – Front Bulkhead.

NASA Director VM explained that a constructor has seemingly produced special chassis that are non-compliant in that the front bulkhead is not wholly of roll cage specification materials as specified in rules.

The competitors and constructor involved have been advised of this non compliance and the specials concerned are being amended.

FRONT BULKHEAD REQUIREMENTS

Note: Figure is diagrammatic

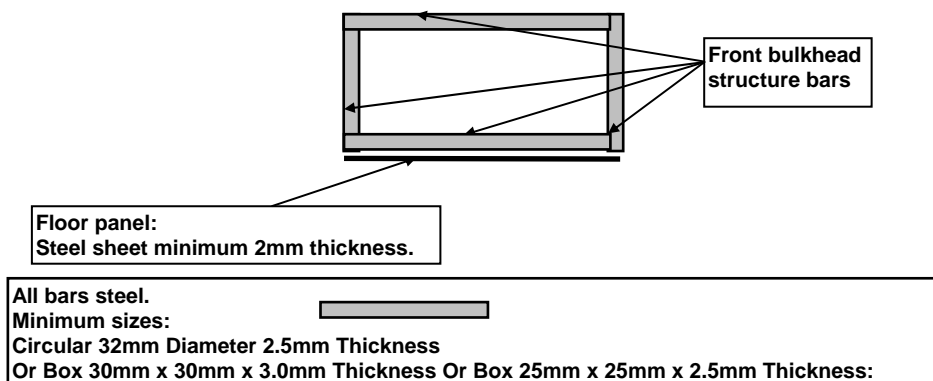
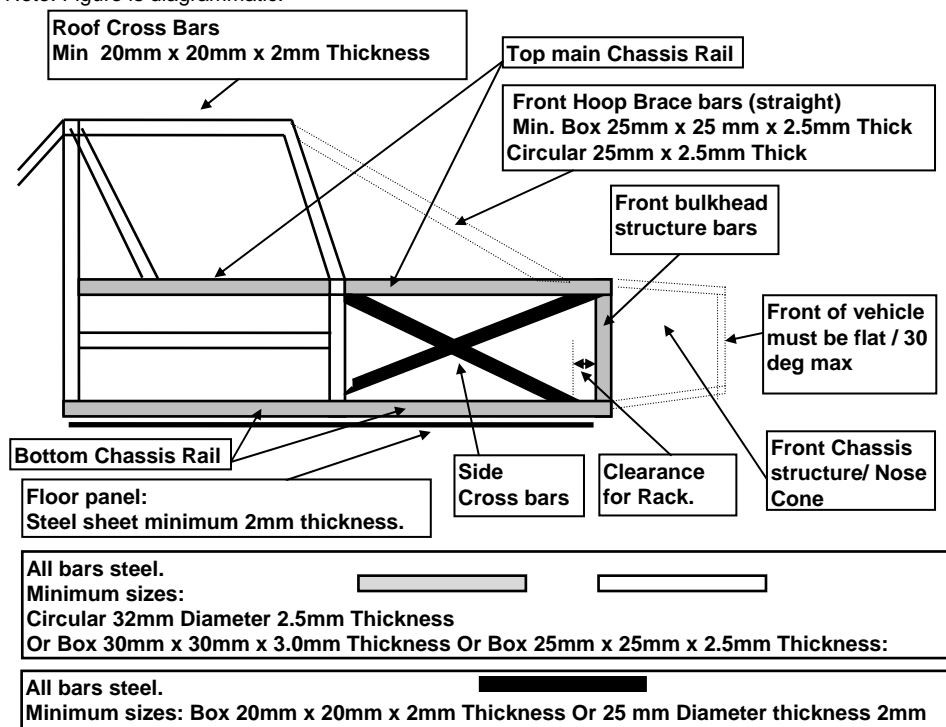


FIGURE 27

CAB & CHASSIS REQUIREMENTS

Note: Figure is diagrammatic.



gij

Air filter/Fuel injector combinations.

NASA Director VM commented that this was being looked at with a view to formulating a safety rule.

Class 4 – Engine type.

NASA Director VM explained that the engine must be the correct type for the vehicle used.

The rules are clear as to this.

It is not permitted to use a 4 valve per cylinder "K" Series engine in a mini. The mini was never fitted as standard with this engine in any cc.

VNUK CASE

NASA Director VM commented that this is regarding a farm worker injured in an accident involving an uninsured tractor. The subsequent legal judgement effectively means that every vehicle, including Farm, Plant & Race vehicles in EU must have insurance. This has enormous implications for all motorsport. Full details are in the NASA Newsletter Issue 6 – February 2017. The board are aware of the situation and are looking at NASA members getting involved in the online petition.

No other matters raised.

Meeting Closed 1.20pm.

“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: Cwmdy 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: Cwmdy 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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8.30 a.m. -- 9.00 a.m.

(Repaired vehicles only)

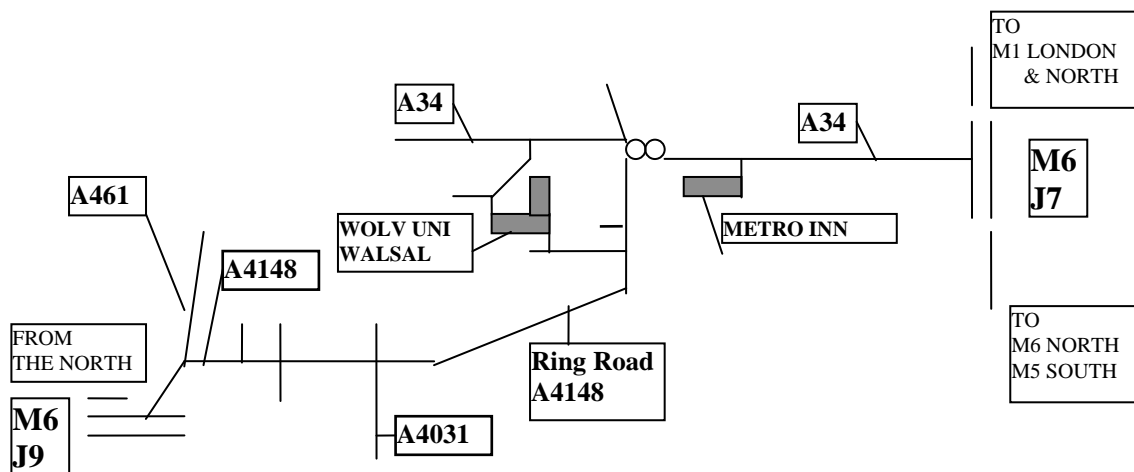
NOTE:

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 2015/7 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	8 th APRIL	2017 Rules
SATURDAY	10 th JUNE	NAC's & Training
SATURDAY	14 th 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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