

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S2MIN0418/VM/GIJ

SATURDAY, 14th APRIL 2018 - 11.00 am

METRO INN, Birmingham Road, Walsall WS5 3AB.

Present

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

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

APOLOGIES: WML, J.Sp Scrut.

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 18/02/18 and MATTERS ARISING**

Page 6. – Ride Heights.

Mr NT(Eve) commented that he had checked several Micra & Yaris vehicles at club and found that they were very close to the limits stated in the rules in standard trim.

NASA Director VM invited comments.

Brief discussion followed including reference to. Rule 17.8. Suggestions of rear being no higher than 50mm above front. Limit coil springs alterations to max 1 or 1.5 coil removal. Removal of interior trim causes vehicle to rise. Treat all non-Mini vehicles the same as Micra & Yaris for 2019.

NASA Director VM requested that this be taken back to Leagues for feedback to next meeting.

There were 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 commented that one email had been received prior to the meeting. Was any other correspondence to be handed in?

– There were none additional.

Email – Mr S. Goddard – Class 4 Suggestions.

1. Allow use of a single motorbike engine in class.
2. Allow any engine in any bodyshell, subject to Class cc limit.
3. Allow cylinder head to be of a non-standard type. E.g. Mini – 8 port alloy or 16V conversion.
4. Up cc limit to same as Class 5 – 1420cc.

NASA Director VM invited comments.

Brief discussion followed including reference to. Class originally created as a progression from Class 1, so that the same vehicles could be used in a more modified form. The class is losing competitors due to costs. Class is a “Car engine Class” and should remain so. Use of motorbike engine would be detrimental. Any engine would turn class into an 1100 version of class 7. Other cylinder heads not available for all current vehicles. Increase in cc to 1420 may be feasible; however it would be detrimental to the Imp RWD vehicles currently in use.

NASA Director VM commented that at least this is a starting point as there seems to be little other response from any club, league or competitor. This needs to move on and be looked at for the benefit of the long term prospects of the class.

He requested that the above and any other proposed changes, including those discussed at previous meeting, to Class 4 to be discussed at Leagues for feedback to next meeting.

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

a. **Class 1 & 2.**

Class 1 - Alternator/belt - Reminder.

NASA Director VM commented that for 2018 a standard alternator for both the Micra and Yaris must be retained complete with drive belt. The charging system must be connected. It is not permitted to modify, lighten, nor thin/remove the internal alternator components. For 2019 this will also apply to the AX and 106.

Class 1 - Micra & Yaris – Steering Column location – Original location reminder.

NASA Director VM commented that whilst the original brackets may be retained or removed and replaced with suitable fit for purpose metal brackets; the steering column must remain in its original location. E.g. altering the angle and or location from standard so that the driver can be closer or further away is prohibited. The seat therefore must be fitted accordingly to allow correct and proper control of the vehicle by the driver.

For 2019 this will also apply to the AX and 106.

Experimental vehicles / Trials.

Mr RS (NASA Scrut) commented that the situation is as follows.

Peugeot 107 – I. Hindle due to be inspected.

Citroen C1 – D. Squires due to be inspected.

Once inspected the NASA ID will be confirmed & issued.

Class 2

Yaris – P. Hinton checked and about to race.

Yaris – R. Owen in build.

Micra – In build

Class 3

Fiesta – Built by L. Almond – Waiting confirmation of inspection visit.

NASA Director VM confirmed that once checked and approved all will be issued with a NASA ID.

They will not be eligible to qualify for Nationals.

b. Tyres. - Update.

NASA Director VM commented that the Board have discussed this with regard to track speeds and costs and concluded that both need to be reduced. He has been in discussions with Maxsport verbally and email. A tyre report is being given to the chairmen's meeting and there will be changes for 2019, but these are at present subject to awaited responses from tyre suppliers/manufacturers.

Brief discussion followed including reference to. Cost of tyres. Longevity of certain tyres. Choices and availability at race meetings. Sponsorship by suppliers for certain competitors. Should the shore hardness be a minimum of say 60 at any time regardless of air or tyre temperature. Should the rules revert in part to say old (2009) rules that permitted any new or remould "Town and Country", and "M & S" etc; tyre and excluded competition (e.g. A2 and others) ones. Tyre restrictions as in other short circuit formulae. Independent testing.

NASA Director VM commented that there will be a series of tyre shore testing and information gathering during this year at race meetings. I.e. Car no. Before race after race. New or old. Make. Durometers will be made available to scrutineers as required.

Mr NT (Eve) commented that he has a contact that may be able to carry out any independent testing & report on any sample tyre.

c. Scrutineer Report.

General

NASA Director VM commented that "Red" tagging by Messrs. RS, AT and DG was due to commence soon. Others may be involved later once scheme progresses. There will be a form that includes description and details of the vehicle, with photographs. This tagging and form will reduce scrutineering time at race meetings.

Blue Tagging.

No information yet on tampered tag.

Tag List.

Scrutineers must refer to the tag lists when checking vehicles. The list is downloadable from NASA website for each individual league.

Rule Book.

Progressing. A meeting is due soon.

Poor Condition Vehicles.

All must be encouraged to keep competition vehicles in good condition. Some example of cars for sale show that wing and bodywork repairs will be needed before they can race. The fitting of a new wing, unpainted, prior to sale, with slight price uplift may result in a quicker sale and allow the new owner to race sooner.

Team Leaders – Class Scrutineers.

Class 1 – D. Robins, Spud Smith.

Class 2 – S. Smith. R. Lillington.

Class 3 – D. George.

Class 4 & 6 – M. Uka. R. Corbett.

Class 5 & 7 – J. Knipe.

Class 8,9 & 10 – N. Grasby.
Class – Jnr Sp. – K. Butcher.

Driver position/location.

All drivers must be comfortable and have correct, safe and proper control of the vehicle at all times. The seat therefore must be fitted accordingly. Also the location of the driver in relation to the roll cage must be as the rules.
The driver's head must be forward of the rear of the rear roll cage hoop.
The hoop if forward of the "B" post must be not more than 75mm forward of the B post.
The hoop if rearward of the "B" post the distance from the "B" post to the rear of the driver's helmet must be not more than 10" from the "B" post
E.g. Class 1 - See Roll Cage Rule 13.

Seat belt/harness location.

There are concerns regarding feedback following the discussions at the last meeting.
Harness fixings should not be on the floor pan/panel. – If floor deforms in an incident then harness becomes loose.
Harness fixings should be ideally off the floor frame.
The lap belts - ideally off floor frame alternatively to good condition original bodyshell seat belt fixings.
Shoulder straps – over a bar down to the floor frame.
Crutch straps – to a bar welded to the floor frame. For Mini with original floor intact then the centre cross boxing is acceptable.
The harness must fit the driver correctly and be tight, particularly across the lap and shoulders.

Roll Cage Hoop requirements – Reminder.

The roll cage rules must be complied with. Cages have recently been found with the deviation from the vertical in excess of the rules stated +/- 50mm. The cages concerned have been condemned and the competitor concerned returned vehicle to constructor for remedial works. There may be other such cages in existence therefore more cages must be checked for compliance.

Roll Cage – Half Nut usage – Prohibition reminder.

The use of "Half nuts" on roll cage feet and or brace bar plates is prohibited.
All such half nuts must be replaced with "full nuts". The use of 2 x half nuts as a substitute for a "full nut" is not acceptable. A full nut must be fitted.

Vans – Prohibition reminder.

The use of a van is not permitted in any class.

For Class 4. 5. 6. & 7. Mini Saloon – YES
 Mini Pick Up - YES
 Mini Traveller - YES
 Mini Van - NO

Note. Where a traveller has infill panels for the rear side window apertures, then it is deemed as a van and prohibited.

Exterior Mirrors – Prohibition reminder.

Due to concerns for marshal safety the use of exterior mirrors is prohibited.
The rules only permit interior mirrors. An interior mirror is a mirror that remains wholly within the vehicle interior. Where any part of the mirror is "sticking" out of the cab then it will be deemed as an exterior mirror and prohibited and required to be removed or amended to become wholly interior.

All Cars – Silhouette requirements reminder.

All cars must comply with their original shape and silhouette. i.e. Must match the silhouette of a standard vehicle.
This includes the horizontal level of the front floorpan and rear floorpan of the bodyshell.
I.e. There seems to be a recent trend to angle the front section – cab & wings on certain Mini Pick Up vehicles upwards for suspension and or other purposes.
Mini pick up vehicles are horizontal flat with no raised or angled front section. Vehicles with raised or angled front sections or where there is a difference in level between front section and rear section will be penalised.

All Vehicles – Launch control.

Specific "Launch Controls" aids are not permitted.
Where this is suspected then start line personnel must make note of suspect vehicle and report to scrutineer for investigation and remedial action if necessary.

The fitting of an electric handbrake system is prohibited.
Modification of an ECU is permitted.

Junior Special – Rear suspension mountings.

The rear suspension strut must be directly fixed to the chassis. The use of a spacer between chassis mounting point and unit is permitted.

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.

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

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

- a. Rules Clarification. – See updated Rules on NASA website.
- b. Rules for 2019. – To be confirmed.

Class 2 – Title.

The MAP Rep. commented that due to the restrictions introduced in this class the title should be changed from "Limited Modification" to "Specific Modification".

NASA Director VM commented that this would be considered when amending rules.

- c. Changes to Class 4 – Suggestions and feedback still required from Leagues/Clubs/Competitors.

Suggestions to date: *Limit 16V engines to maximum 1000cc + 0.2mm oversize (approx 1005cc).
1000cc + 0.20" (0.5mm) oversize (approx 1012cc).
8V to remain at 1120cc.
Up cc limit to 1200cc to allow other vehicles – Vauxhall Corsa etc.,
Up cc limit to 1420cc.
Allow gearbox casing change.
Allow any gearbox – make it free – Vauxhall/GBZ?
Allow cylinder head to be of a non-standard type. E.g. Mini – 8 port alloy or 16V conversion.
Allow any engine in any bodyshell, subject to Class cc limit.
Allow use of a single motorbike engine in class.*

6. ANY OTHER BUSINESS:

Junior Specials – King Pistons.

For Information.

Some users are allegedly experiencing difficulties regarding the "Bedding In" of these pistons.

Users are reminded to follow manufacturers instructions regarding installation and bore sizing & treatment and contact the suppliers/manufacturers where necessary.

Low angle/rake of windscreens.

The MAP Rep. commented that more modern vehicles seem to have a low angle or rake of the front windscreen. Would it be prudent to consider making one of the current additional bars (from front roll cage hoop at top of windscreen vertically down to floorpan or floor frame) mandatory for certain body shells.

He had carried out a mini survey of vehicles and found that the approximate measurements from the base of the windscreen horizontally back to a point vertically below the top of the windscreens vary as follows.

Mini = 260mm.
100e = 250mm.
Corsa = 630mm.
Punto = 640mm.
Polo = 640mm

NASA Director VM invited comments.

The Esx Rep. commented that the effects on extraction of a driver must be considered. The bar location may hinder easy extraction.

Brief discussion followed including reference to. Mainly affects newer vehicle body shells. Say 300mm / 450mm to be cut off point where bar becomes mandatory. Precise location of bar to become mandatory. More measurements required for other vehicles.

NASA Director VM commented that this would be considered when amending rules for future and requested that this be taken back to Leagues etc. for further investigation and comments.

Pre-season Scrutineering.

The W Rep. enquired if there were plans to make pre-season checking compulsory.

NASA Director VM commented that there were no current plans to make it compulsory. It is up to each individual League and or Club whether they wish to make it compulsory or not for their members. Pre-season checking does help to minimise scrutineering difficulties at race meetings and helps to increase the standard of competing vehicles. The cars should look like racing cars.

Disciplinary Matters – “Championship Series” exclusions.

NASA Director VM commented that it is now a requirement that where any “Championship Series” (BAS/UKAC etc.) competitors are found to fail post race checking whether during the series individual race meetings or at end of series, the competitors concerned must be reported to the NASA Board so that disciplinary action may be taken.

This to end situation where a “Series” competitor has been excluded from the particular series results due to technical irregularities, but has continued to race at other NASA race meetings, including club and league with the same vehicle being allegedly uncorrected without penalty.

Stock Hatch – Sealing of components.

The Scrut. Sec. commented that he had been given a handout regarding this. The handout has also been copied to NASA Secretary for the Chairmen’s meeting.

He read out the handout.

Précis.

1. All SH cars should have engines and ECU’s sealed at start of season. It is not the SHSC to contact competitor to seal items.
It is up to the competitor to arrange this.
2. All engines must be drilled and ready to be sealed when presented to a member of the SHSC for sealing.
Items to be sealed are: Rocker cover, cylinder head and ECU. If no sealing holes in place the car may race but will not be eligible for points.
3. In order to compete in either Stock Hatch Nationals or Tour Series, the engine and ECU must be sealed **before** the first Stock Hatch Class race of the event.

From 2019 a vehicle will be deemed as non-compliant unless it has a seal on engine and ECU from the first meeting of the season to the last.

Reminder for all that where a SH driver wishes a seal to be removed, the SHSC must be contacted and have a Club/League/SHSC scrutineer witness the component checking to ensure compliance.

The SHSC would ask all scrutineers seal the engine and ECU at first opportunity to allow correct policing of the class.

If any scrutineer requires a diagram of recommended sealing locations for advice please contact a SHSC member.

NASA Director VM commented that SH competitors must be made aware that unless sealing of SH vehicles is specifically pre arranged with any local scrutineer, there may not be time available at a race meeting to seal SH vehicles, due to the number of vehicles in general to scrutineer and or other duties a scrutineer may have

MEETING CLOSED 1.30 p.m.

“Orange” “Official” scrutineers jackets

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

2018 National Autograss Championships

Castle Lloyd Farm
Nr Red Roses,
Carmarthenshire.
SA33 4PT

3rd, 4th & 5th August 2018.

**Host:
South Wales League**

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)

Post Race Scrutineering

SUNDAY: (After Final Races)

5th August 4.30 p.m. -- 11.00 p.m.

2018 National Autograss Championships

Castle Lloyd Farm
Nr Red Roses,
Carmarthenshire.
SA33 4PT

17th, 18th & 19th August 2018.

**Host:
South Wales League**

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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FRIDAY: Scrutineering

2.00 p.m. -- 4.00 p.m. (Break 4.00 – 5.00)
5.00 p.m. -- 7.30 pm

SATURDAY: Noise Testing

7.30 a.m. -- 8.00 a.m.

SATURDAY: Scrutineering

7.30 a.m. -- 8.00 a.m.

SUNDAY: Scrutineering

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

(Repaired vehicles only)

Post Race Scrutineering

SUNDAY: (After Final Races)

19th August 4.30 p.m. -- 11.00 p.m.

NOTE:

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

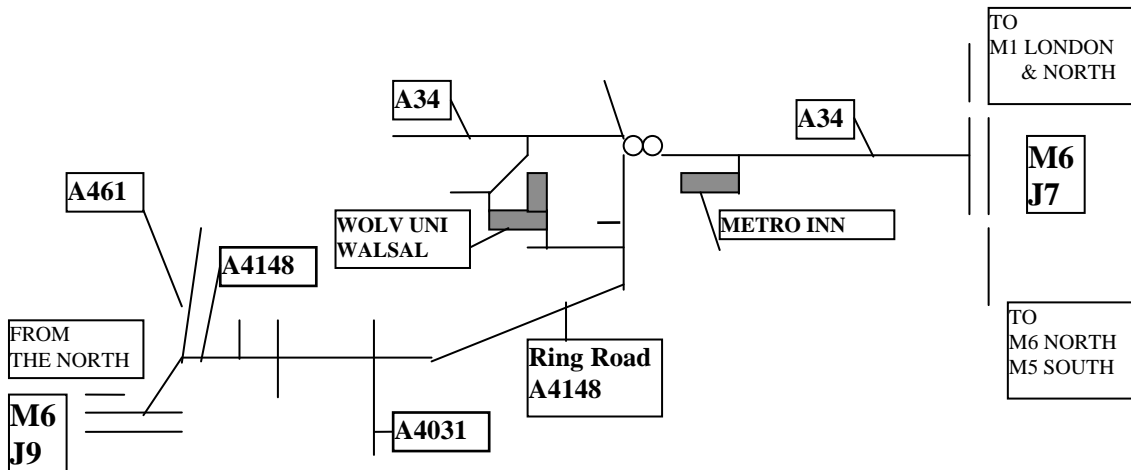
1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2018 Website Edition Rule Book.
2. For future reference: **WANTED:**
Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
- 3 **FUTURE MEETINGS: 11.00 am**
Metro Inn, Birmingham Rd, Walsall WS5 3AB

SATURDAY
SATURDAY

09th JUNE
13th OCTOBER

NAC's & Training
2019 Rules

NASA AGM 25 November 2018



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.

Please ensure that your vehicle registration number is entered into the INN parking control system.

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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