

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S1MIN0218/VM/GIJ

SUNDAY, 18th FEBRUARY 2018 - 11.00 am

METRO INN, WALSALL.

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

NASA Director VM – Scrutineering.

NASA Scrutineer AT.

NASA Scrutineer DG.

NASA Scrutineer RS.

NASA Scrutineers Secretary.

APOLOGIES:

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

NASA Director VM welcomed all and reported the sudden sad loss of Mr Nigel Thompson, the Chairman of the Scunthorpe & District Motor Sports Club. Sincere condolences are sent to the club, his family and friends. NASA Director VM asked all present to join in a minutes silence in memory of Mr Thompson.

Minute Silence. - NASA Director VM thanked all for the respect shown.

NASA Director VM thanked those for who helped with scrutineering duties last year.

The Scrutineers Secretary introduced himself, NASA Director VM (Director responsible for scrutineering), Mr RS, Mr AT, & Mr DG (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.

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 Scrutineers	↕ ↕		

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

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 Mr RT, Mr AT, Mr DG, or NASA Director VM have agreed something, then the argument is invalid without the letter or email.

3. MINUTES OF PREVIOUS MEETING 14/10/17 and MATTERS ARISING:

Page 2. Junior Specials – Rear suspension.

NASA Director VM commented that it has been found that the standard tie bars and associated components are still readily available at reasonable cost. He confirmed that the experimental rear suspension arm replacement had been put on hold and was not proceeding. Standard tie bars and associated components must continue to be used.

The CGTRO Rep. commented that the correspondence is recorded as being from and involving the CGTRO League. This is not the case. The correspondence was from the individual concerned.

The Scrutineers Secretary commented that this was duly noted.

Page 3. – Class 4 – Future.

The MAP Rep commented that he now had the email print confirming the outline as discussed at the previous meeting.

NASA Director VM commented that the matter would be discussed later in meeting.

Page 3. – Class 2 – Future.

Mr AT (NASA Scrutineer) enquired if there was any feedback/comment regarding increase of cc and or change from 2V to 3V or 4V?

The Scrutineers Secretary commented that the increase of cc (1350 or 1400) and number of valves from 2 valve to 3V or 4V may allow some older rather than the desired newer vehicles (e.g. Pug 1.3 Rallye – 1360cc). The specifying of an age limit or a “from year” may need to be considered.

There was no other feedback.

NASA Director VM requested that this be taken back to Clubs & Leagues for feedback to future meetings.

Page 4. – “Blue” Roll Cage Tag Records

NASA Director VM commented that all clubs and leagues have access to the NASA official list of tagged vehicles (See NASA website). He suggested that scrutineers print a list and with clipboard etc; at either pre-season checking or at the first race meeting check their local vehicles and any visiting ones to ensure that the vehicle tag numbers are correct. For any incorrect tags the scrutineers must put comment in competitors licence to that effect.

The competitor then has 7 days to get the tag number/vehicle ownership details updated. i.e. Contact NASA via the details on the website and or complete the “Change of Ownership” form.

If there is no tag then the vehicle concerned cannot race until a tag obtained and fitted.

Page 4. – Pre-Season Checking

NASA Director VM commented that at a recent league pre-season check he was disappointed to find that only 20 vehicles turned up and out of those if a Red Tag was to be issued only 1 vehicle fully complied.

Pre-Season checking is becoming more important and must be encouraged by all Club and League officials. It can ensure that for the first race meetings, especially qualifying rounds, that all that turn up and race rather than say having several fail scrutineering and not race.

Page 6. - Junior Specials – Injector Body.

The Scrutineers Secretary explained that since the last meeting information has been supplied that there are several different ID. Numbers on the 1.2 engine injector body.

The full list at present is: GM – 17087071, GM – 17090049, GM - 17093148

Where further ID's are found could scrutineers please feedback the information.

Also the colour of the 1.2 engine plastic injector at the top of the body is solely BLACK.

Any other colour e.g. BROWN indicates a non-compliant body.

Page 6. – Harness Fitting.

NASA Director VM commented that he was concerned regarding the method of harness fitting on some vehicles and invited comment.

Brief discussion followed including reference to seat belt “bar” location and methods of fixings.

NASA Director VM requested that the various methods of fixings be observed and monitored with feedback to future meetings.

Page 6. – Revised Rule Book Update/Format.

The CGTRO Rep. enquired if there had been any progress.

NASA Director VM commented that the entire previous rule updates had been incorporated into the rules and all were on the NASA website using the current (old) format.

The new format rule book was progressing. Basic rough drafts had been done and a meeting was due soon to consider the preferred options etc.

Page 7. Junior Specials – Engine.

NASA Director VM commented that he was awaiting details from MJA regarding inspection of a sealed engine.

Also Mr GB was investigating alternative engines that may also be suitable for use in the class.

NASA Director VM commented that it is likely that tyre hardness testing on race days will be carried out as in the past. The rules may be amended to allow tyre hardness testing at any time and at whatever the air temperature was at that time.

c. Scrutineer Report

General: -

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

Poor Condition Vehicles at race meetings.

NASA Director VM commented that scrutineers have the authority to prevent poor condition vehicles from racing. e.g. Class 1 – General - Rule 10.

Where this is necessary where say panel damage is extensive, be tactful when dealing with competitor and take photographic records of the vehicle concerned.

Vehicles for sale.

NASA Director VM commented that the standard of some cars that are for sale is in many cases seemingly poor. The advert accompanying photograph often shows much body damage and also non-compliance issues. Buyers must take care in purchasing as some may require costly remedial action before being permitted to race.

Tagging.

Blue colour tagging

NASA Director VM commented that this is continuing.

It must be noted that any vehicle found to have a tag tampered with by any means including number modification or wire cutting/removal and replacing with tie straps etc; or transferred from one vehicle to another instead of the other vehicle being re-tagged correctly will result in disciplinary action.

A F600 from Scotland has been found to have a Class 8 vehicle tag fitted. Investigations are continuing to trace the persons involved.

Where a scrutineer or any official finds an incorrect tag then it must be reported to him (Mr Mackenzie). The lists of tagged vehicles are available from NASA website.

Red colour tagging

NASA Director VM commented that this is about to start. The final implementation date is to be agreed.

Roll cages - Use of "Half Nuts".

NASA Director VM expressed concern that there seems to be a practise of using "half nuts" for roll cage feet and plates for bodysell fixings. This is undesirable for safety reasons.

All roll cage feet and plates including cross member and cross bar plates must have full nuts.

As of today the use of "half nuts" in the described instances is prohibited.

d. Rule Clarifications from Leagues.

All Classes.

Steering Wheel & Column.

NASA Director VM expressed concern that for some vehicles the steering wheel/column is seemingly very close to driver. This is a safety issue. A too close steering wheel has potential to cause injury to driver.

Scrutineers are required to monitor situation and if a steering wheel/column is deemed as being too close to driver then scrutineers are authorised to insist that installation is changed in order that the distance be increased.

Class 1 – Yaris.

Is the mixing/matching of French engine and Japanese engine components permitted?

Also replacement components are common with many parts are interchangeable.

- YES – Provided when measured they remain "as standard".

Class 1 – Micra.

Can the later coil pack engine components be used in a non-coil pack engine? – NO.

Class 1 – Mini Radiators.

Can a 2 core radiator with a non metal core be used? – YES.

Class 2 – Micra Chassis leg front.

The SW Rep. enquired if the repair by plating of the panel area at the front of the Micra chassis leg was permitted.

Following discussion it was agreed that this is permitted provided the repair was not “reinforcement”.

NASA Director VM commented that this needs to be checked at scrutineering.

Class 2 – Wheel Arches.

NASA Director VM commented that the modification of wheel arches is only permitted to suit the wheel and tyre assembly size. Certain competitors are constructing wheel arches that are too wide because the wheel spacers used have a thickness that is too great. Current rules have no thickness restriction.

It is not permitted to remove an excessive amount of the wheel arch metal and make new that is wider and heavy duty.

Thickness of wheel spacers.

NASA Director VM commented that in view of the use of wheel spacers that are of high thickness and subsequent wheel arch problems, is it not time to place a restriction on the wheel spacer thickness.

NASA Director VM invited comments.

Discussion followed including reference to. Thick spacers are not really required not all competitors use them. Introduce restriction as in Class 1 – maximum 3mm thickness. Prohibit them altogether. Leave as at present. Have vote.

VOTE:	1. Restrict thickness to 3mm.	13.
	2. Prohibit.	0.
	3. Leave situation as at present	0.
	4. Abstentions	2.

NASA Director VM commented that in view of the vote in favour of the 3mm maximum was this to be for 2019 or immediately as of today.

It was agreed that as today is well before the beginning of the racing season there were no objections to the application as of now.

Use of wheel adaptors.

NASA Director VM commented that in view of the above and that the use of some wheel adaptors that include wheel spacers may cause scrutineering difficulties, as competitors would claim that the very thick spacer was part of the particular wheel adaptor fitted, is it not time to place a restriction on the use of wheel adaptors.

Discussion followed including reference to. The wheel adaptor rule was introduced in the past when wide wheels and or larger diameter wheels were not available for all of the particular RWD Class 2 vehicles at that time. It allowed say Ford wheels to be fitted to a Fiat or Simca or NSU. The current situation is that such non-standard production wheels are extensively available for FWD. Wheel adaptors are not necessary any more. Wheel adaptors can fail and cause on track incidents. Prohibit them altogether. Leave as at present. Have vote.

VOTE:	1. Leave situation as at present	1.
	2. Prohibit.	14.
	3. Abstentions	0.

NASA Director VM commented that in view of the vote in favour prohibition was this to be for 2019 or immediately as of today.

It was agreed that as today is well before the beginning of the racing season there were no objections to the application as of now.

Class 4, 5, 6, & 7. - Mini Pick Up – Bed bars.

The CGTRO Rep. enquired if the mini pick up strengthening bars are still necessary – See 2015 Rule Book page 17 - iii). There have been instances of the bars becoming loose in the event of an incident causing safety concerns. Very few vehicles seemingly have them fitted nowadays as current vehicle construction methods make them redundant.

Following discussion it was agreed that this requirement be struck from the rules.

Junior Specials – ECU checking

The Y Rep. enquired if there had been any progress on the means of ECU checking?

Mr KB (Jnr Sp) commented that it was in hand and would be available soon.

Junior Specials – RON plug

Mr KB (Jnr Sp) commented that the 98 RON plug is permitted in rules. However this is not correct. The 95 RON plug is the maximum that can be used.

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

Class 1 – Ride Height.

The MAP Rep. enquired if there was there to be any ride height requirements changes?

Following brief discussion it was agreed that the situation will remain as at present.

Micra/Yaris ride height.

Mr NT agreed to investigate this further with a view to produce a “Go/No Go” gauge or similar method. Some short circuit organisations use tube of a certain diameter to roll under vehicle.

Class 1 – “Skinning” of Bonnet and Boot Lid.

The MAP Rep. enquired if there was scope to permit this in future?

Following brief discussion the following were voted upon.

1. Leave as at present. Vote = 13.
2. Permit it for Mini only. Vote = 1.
3. Permit it for all vehicles. Vote = 1.
- 4 .Abstentions Vote = 0.

NASA Director VM commented that therefore “skinning” of bonnet and boot lids remains prohibited.

Rules Upgrade 2018.

NASA Director VM commented that the following updates are in the 2018 Edition construction rules all on the NASA website.

Class 1.

All cars.

Steering wheel must be fitted correct way. No more upside down steering wheels.

Internal sound deadening materials can be removed.

Micra – Sensor wires must be connected.

Micra – Steering column must remain in standard production location.

Micra – Wheels restricted to 13” diameter. Steel or alloy wheels can be used including aftermarket types.

Class 2.

The amending of rules 13.4 & 13.5 as discussed today will be included into the website version.

Class 3

The 2018 rule update for RWD vehicles means that new vehicles can be built to the same rules as FWD “rolling chassis space frame” vehicles if required. i.e. a bolt on body can be used for an original RWD vehicle as well as a FWD conversion. E.g. Ed Lloyd’s new Class 3 as on show at NEC.

Such vehicles do not require front inner wing panels to be fitted.

Existing 2017 and pre-2017 RWD will still require inner wings to be fitted.

Class 4, 5, 6, & 7.

The removal of rule iii as discussed today will be included into the website version.

Junior Specials

The amendment to the RON plug requirements will be included into the website version.

The Scrutineers Secretary agreed to amend rules accordingly and forward updates to Mr JB for the NASA website.

7. ANY OTHER BUSINESS:

Changing of wheels after scrutineering.

The EML Rep. enquired if it is permissible for competitors to have one set of wheels fitted for scrutineering and actually race with another set.

NASA Director VM commented that this was permitted, however if any wheel/tyre assembly change results in a rule non-compliance issue such as wheel arch covering or bodyshell requirements, then the vehicle can be stopped from racing until it is compliant. A vehicle can be re-scrutineered at any time during a race meeting.

Stock Hatch – Sealing and Tagging.

The Stock Hatch Rep. commented that the S.H. Committee have indicated that it is the responsibility of each individual League involved in running the S. H. Championship Series to carry out the sealing & tagging process.

UKAC – Sealing of ECU's.

The W Rep. enquired if UKAC can seal ECU's?

NASA Director VM commented that if the UKAC wish to seal any component on any vehicle partaking in their Championship Series, they can. The only stipulation is that they must have a contact person available so that if a NASA or Club/League scrutineering inspection of the vehicle and or its components involves a need to break the seal, NASA and Club/League scrutineers can liaise with UKAC etc.

No other matters raised.

Meeting Closed 1.30pm.

“Orange” “Official” scrutineers jackets

Not all “orange” “official” scrutineers jackets have been returned to the Scrutineers Secretary 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** **3rd, 4th & 5th August 2018.**

Host:
South Wales League

**Nr Red Roses,
Carmarthenshire.
SA33 4PT**

Scrutineering times:
(All to be confirmed)

www.national-autograss.co.uk

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)

2018 National Autograss Championships **Castle Lloyd Farm** **17th, 18th & 19th August 2018.**

Host:
South Wales League

**Nr Red Roses,
Carmarthenshire.
SA33 4PT**

Scrutineering times:
(All to be confirmed)

www.national-autograss.co.uk

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

SATURDAY: Scrutineering

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SUNDAY: Scrutineering

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

(Repaired vehicles only)

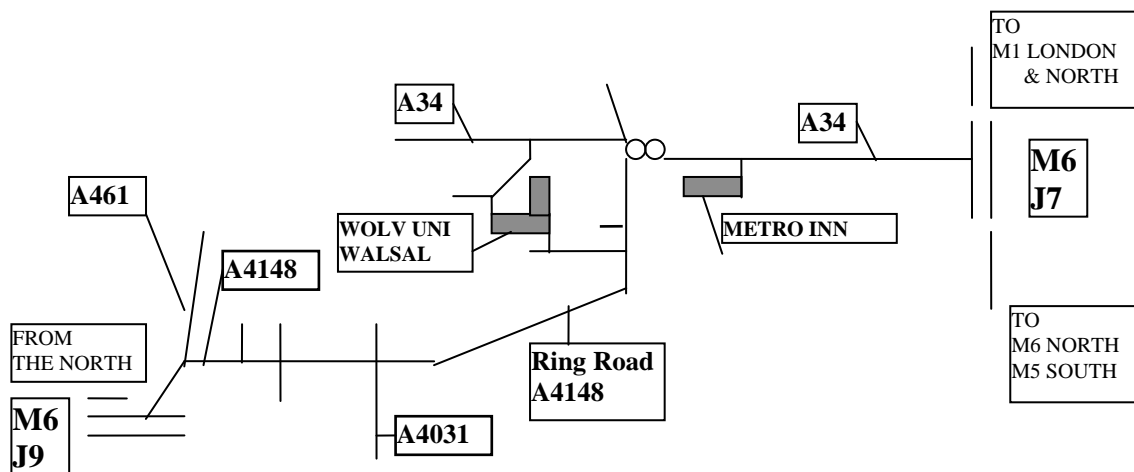
NOTE:

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 2018 Edition Vehicle Construction Rules and Regulations.
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	14 th APRIL	2018 Rules
SATURDAY	9 th JUNE	NAC's & Training
SATURDAY	13 th OCTOBER	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.

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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