



NATIONAL AUTOGRASS CHAMPIONSHIPS 2015 POST RACE SCRUTINEERING REPORT

All appeals in respect of the scrutineering irregularities discovered at the 2015 Men's National Championships have now been completed and therefore the Board is in a position to clarify the irregularities found and the resulting penalties.

With one exception, final results have also now been confirmed from the Ladies' and Juniors' Nationals so the Board is able to clarify the irregularities found at this event, although the penalties are currently subject to appeal.

A full report detailing all checks carried out in post race scrutineering, together with their outcome, will be published as usual with the minutes of the Scrutineers' Committee meeting on 3 October 2015.

MEN'S CHAMPIONSHIP – CLASS 1 and CLASS 2

Class 1 competitor no NS19, Will Henry, was excluded from second place and Class 2 Competitor no SV5, Tim Harber, was excluded from first place on the following grounds:

Engine crankshaft found not compliant with Rule 1.15 iv & v. Area grinding carried out rather than "spot" grinding, resulting in visible champhering. Modification beyond typical compliant balancing. *(see photographs 1 & 2 for NS19 and photographs 3 & 4 for SV5)*

The rules that were judged to have been breached are as follows:

1.15 Balancing

The original manufacturer's connecting rods, crankshaft, pistons, flywheel and clutch cover plate may be "Balanced". Lightening of components is prohibited. Excessive "Balancing" including multiple hole drilling in any single component will be judged as lightening and deemed illegal

1.15 (iv) The crankshaft, flywheel and clutch cover plate to be balanced by means of either or spot grinding or spot drilling.

1.15 (v) Crankshaft webs: A minimum of one crankshaft web must remain as factory finish. Crankshaft webs must not be chamfered, radiused, narrowed, knife edged, or smoothed or polished. If, in the opinion of the scrutineer, the crankshaft has been modified during the balancing process to improve its performance in other areas then it will be deemed illegal.

In accordance with Rule 8 of the General Construction Rules, the parts that had been judged as illegal were confiscated by NASA. The parts were sealed/tagged in front of the competitors.



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PHOTOGRAPH 1 – NS19



PHOTOGRAPH 2 – NS19



PHOTOGRAPH 3 – SV5



PHOTOGRAPH 4 – SV5



APPEALS AGAINST DISQUALIFICATION

It has been established over a number of years that the scrutineers' judgement of fact regarding the eligibility of any competing car is final and not subject to appeal. Appeals are accepted only in respect of the severity of the penalties awarded.

However, Tim Harber and Will Henry were both issued with a form advising them of a right of appeal against the scrutineers' decision and allowing them seven days to submit the appeal. This form has been issued to all disqualified drivers in previous years, but for several years no such appeals had been made. In these circumstances the Board honoured this right of appeal. Written appeals were considered by the Board on Sunday 9 August, but the technical evidence presented meant that both disqualifications were upheld.



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The Board then took action to ensure that updated paperwork, reflecting the established current procedure, was in place before the Ladies' and Juniors' Championships.

DISCIPLINARY PENALTIES AND APPEALS

Tim Harber and Will Henry both received penalties as follows:

- (a) Racing licences suspended with immediate effect, and not permitted to hold a full racing licence until 1 June 2016.
- (b) Not permitted to compete in the 2016 National Championships.

Both drivers exercised their right of appeal and separate appeal hearings were held in accordance with the disciplinary procedure in the 2015 NASA Members' Handbook. Both competitors in their written appeal submissions accepted and acknowledged the non-compliance of their engines with the respective class rules, but submitted evidence of mitigating circumstances. The outcome of the appeal hearings was that both penalties were reduced as follows:

Will Henry: To be permitted to hold a full racing licence with effect from 1 April 2016 but not permitted to compete in the 2016 National Championships.

Tim Harber: To be permitted to hold a full racing licence with effect from 1 May 2016 but not permitted to compete in the 2016 National Championships.

LADIES' CHAMPIONSHIP – CLASS 2

Competitor no PAC22, Sarah Trott, was excluded from first place on the following grounds:

- (a) Crankshaft non-compliant with rules 1.15 iv & v. Non-compliant machining for balancing carried out. (**see photographs 5 & 6**)
- (b) Sump-guard non-compliant with rule 16.3. Size excessive - approx 675mm x 750mm. Thickness = 6mm. Weight = 23Kg (50lb). (**see photographs 7 & 8**)

The rules that were judged to have been breached are as follows:

1.15 Balancing

Please see the Men's Championship report above

16.3 Sump Guard – Restricted

Sump guards are allowed. Material of guard must be metal. The guard shape and dimensions is restricted to the following: Plan area: Absolute minimum necessary to protect the engine/gearbox sump pan only. There shall be no vertical surface extending above the base of



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the vehicle chassis or front sub frame. The sump guard area shall not be extended to incorporate suspension system and/or suspension component mounting protection.

Sump-guard thickness free, however excessive thickness sump-guard will be regarded as ballast.

PHOTOGRAPH 5 - PAC22



PHOTOGRAPH 6 - PAC22



PHOTOGRAPH 7 - PAC22



PHOTOGRAPH 8 - PAC22





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JUNIOR CHAMPIONSHIP – JUNIOR SPECIALS

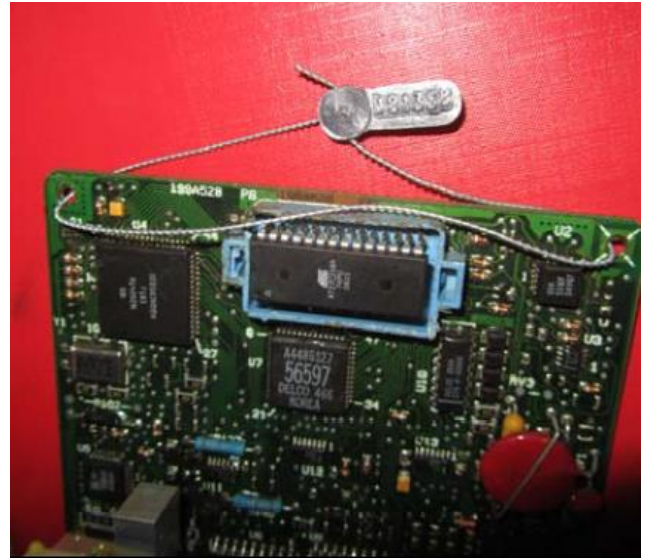
Competitor no SV2, Rhys Griffiths, was excluded from second place on the following grounds:

ECU non-compliant with rule 17.8 a & d. Original control "Chip" removed and replaced with non-standard performance "ATMEL" (AT27C256R) "Chip". *(see photographs 9 & 10)*

PHOTOGRAPH 9 – SV2



PHOTOGRAPH 10 – SV2



The rules that were judged to have been breached are as follows:

17.8 Ignition System.

Distributor less Type (Coil Pack) Engines.

17.8 (a) The standard production Distributor less (DIS) system /ECU must be retained in its entirety and remain in its original standard production form. The adaptation of any listed distributors Distributor less (DIS) system or ECU, where they are fitted to other vehicle makes and/or models is prohibited.

17.8 (d) The placing of any substance or use of devices, including electrical resistors whether within the wiring system or elsewhere, to provide false and or non-standard information to the ECU or any part of the fuel delivery control system is prohibited.

DISCIPLINARY PENALTIES

Sarah Trott and Rhys Griffiths both received penalties as follows:

- (a) Racing licences suspended with immediate effect, and not permitted to hold a full racing licence until 1 July 2016.



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(b) Not permitted to compete in any 2016 National Championships.

These penalties are subject to appeal.

INSPECTION OF ILLEGAL PARTS

The parts that were confiscated from the disqualified competitors at both National Championships will be made available for inspection during the meetings of the NASA League Representatives' and Scrutineers' committees at Walsall on Saturday 3 October 2015 at 12.00 noon.

**National Autograss Sport Association Limited
23 September 2015**