



NASA MEMBERS' NEWSLETTER

Issue 5 – New Year 2017

A happy New Year to all NASA members and your families!

We have a lot to catch up with in this newsletter, starting with an apology that, due to the situation that our Board of Directors found itself in during the second half of the 2016 season, we weren't able to issue any newsletters from August onwards.

We hope we've included most of the major issues that will affect members, whether as club or league officials or competitors, going into the 2017 season.

Some of the subjects covered are updates of matters that most members will already be aware of, but we've also tried to give an insight into some of the ideas that are currently being discussed and developed within the board.

As usual we'll remind you that, if you have any issues that you'd like to bring to the directors' attention, your first option is to follow the established procedure and ask your league representatives to submit agenda items for the Chairmen's, Scrutineers', Marshals' or Safety Officers' committees. You're also welcome though to contact any director personally (our contact details are all on the website and in the fixture books) or to email us all via diane.tomkinson@national-autograss.co.uk.

We'll do our best to answer any questions you may wish to raise, either as individual competitors or on behalf of your clubs. We can't always promise a quick response as we receive quite a few queries that involve us in discussion with our insurers or other advisors before we can give a definite answer, but we can assure you that every query that comes the Board's way is taken seriously.

We'll aim to get regular newsletters out during the 2017 season; at least to a quarterly schedule although we may increase that to every couple of months, as a follow up to each of the full board meetings.

Urgent issues that crop up during the year will also be addressed by placing bulletins on the NASA website, and when this happens there'll be posts on Facebook and Twitter to make sure you don't miss them.

Please feel free to share our newsletters and bulletins with any of your fellow club members who don't have internet access.



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NASA BOARD CHANGES

At the NASA AGM, held at the end of November, there were several changes in NASA's Board of Directors.

Pat Patrick retired from the Board after 21 years' service, for family reasons, although we're pleased to say that Pat has agreed to continue with some of her key administrative jobs for NASA. Simon Bentley, after six years' service, and Don Hilton, after three years, also ended their terms of office.

We'd like to thank Pat, Simon and Don for all that they've done to serve NASA's members over the years and we look forward to making a more formal recognition of our appreciation later in the year.

Two new directors were elected at the AGM, Phil Rogers and Martyn Tinker and we welcome these two very experienced racers, club and league officials, to our team.

We therefore go into 2017 with a board of eight members, who we've listed with their main areas of responsibility:

Keith Matthews	<i>Chairman of the Board</i>
Margaret Allen	<i>Treasurer and Insurance Co-Ordinator</i>
Warren Beatty	<i>Director for Safety and Risk Assessment</i>
Barbara Harper	<i>Membership and Registration Co-Ordinator</i>
Vernon Mackenzie	<i>Director for Scrutineering</i>
Jeffrey Parish	<i>Company Secretary</i>
Phil Rogers	<i>Director for Marshalling</i>
Martyn Tinker	<i>Director for Disciplinary Matters</i>

Each director has been allocated several specific responsibilities in addition to any overall "departmental" responsibilities, but members are free to consult any director on any issue of concern.

The full minutes of the NASA AGM will soon be available for any members who'd like more background on how the Board is elected.



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OTHER NASA OFFICIALS

The only changes to the “top table” of NASA officials have been in the marshalling team. Andy and Phil Preece stood down as chief Marshal and Deputy Chief Marshal and Dave Bennett has been elected as Chief Marshal, with Stuart Thomas as his deputy.

The two NASA Assistant Scrutineers, Rob Simmonds and Ady Taylor, both continue in office.

Ernie Ashley was re-elected as NASA Association Chairman, with Lynn Thomas as Vice Chairman and Diane Tomkinson as Association Secretary. Diane again doubles up as secretary to the Board of Directors.

RULE BOOK PROGRESS

As all existing members will be aware, NASA has not issued printed rule books since the 2015 season. This was because the Board recognise that the existing format of the rule books needs a comprehensive update, and we also recognise that the vast majority of members, and prospective new members, expect to go online for information.

During 2016 we were still making the 2015 printed rule books available on request, and the same books were available as PDF downloads on the NASA website, to be read in conjunction with updates published on the website.

We now consider that the 2015 books are too out-of-date and they'll no longer be issued in 2017. The online books will be updated as soon as possible to 2017.

The longer term objective is that these books will be replaced by a general construction rule book covering all classes and including all the major safety requirements. These will be accompanied by a detailed technical rule book for each of the eleven classes of car, which should be much shorter and more easily navigated than the current structure.

At the moment it's not proposed that the new rule books will be distributed as printed books; they'll all be available online as PDF downloads although for any members who can't access them printed copies could be made available, possibly at club level rather than direct from NASA.



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RULE BOOK PROGRESS *(continued)*

We realise that there's some concern from members at the time it's taking to reach this stage. We've had several setbacks over the last 18 months with issues being created that have taken a great deal of time and effort to resolve, which has distracted attention from our main objectives. Work on the rule books has also had to be progressed alongside the current scrutineering workload, particularly the rollcage tagging programme.

Subject of course to available time and help, there are further developments on our "wish list". One of these is a series of videos on car construction for each class, based on a "walk round" of a typical car. It's also hoped to arrange a series of monthly meetings, one per class, when interested parties can have input into the re-drafting of the rule books.

The Scrutineering team make no secret of the fact that they need more help; ideally there'd be volunteers to act as team leaders for every class but this has proved difficult to achieve. Anybody interested in a role within the National scrutineering team should speak to Vernon, Rob or Ady or make their willingness known at the next scrutineers' meeting.

RULE CHANGES FOR 2017

Again we must apologise for notification of 2017 rule changes being much later than our intended timescale. Several rule changes have been discussed by the Scrutineers' Committee and these have been provisionally agreed by the Board, subject to final wording. When approved, the changes will be published on the NASA website and incorporated in an updated version of the online rule books.

We've given a "layman's guide" to the proposed changes at the end of this newsletter. If you want any more detail at this stage, the changes are all summarised in the minutes of the scrutineers' meeting on 15 October 2016, which you can find on the following web link (or follow the link from the "NASA Meetings" page of the NASA website):

www.national-autograss.co.uk/downloads/minutes/2016/S15102016-1.pdf

The minutes don't necessarily record the rule changes in their final form, but we hope they'll give you sufficient advance warning of any changes required before the 2017 season.



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TAGGING PROGRAMME UPDATE

All existing cars must be tagged before they first race in 2017!

There's been no change to this requirement, which has been set for the past two years. All cars must be fitted with the NASA "blue tags" confirming that they've passed the test for rollcage material thickness. Around 2,250 cars had been tagged by the end of the 2016 season, with more having been covered since the season ended.

Several tagging sessions have already been arranged to take place between now and the start of the season, including sessions in the North-West, at Scunthorpe and in East Anglia, with others to be advised. The onus for arranging these is with local leagues and clubs who, if they can identify sufficient demand, should contact Vernon Mackenzie to arrange the logistics. To show what can be achieved with a league's assistance, a recent tagging session for the Kent League, run in conjunction with the league chief scrutineer, covered 72 cars in one day.

We're also well aware of the urgent need to facilitate tagging for members in Ireland and Scotland and officials in those areas will be contacted shortly to discuss logistics.

The NASA database of tagged cars is available on request to league officials; any league wishing to check their record should email tagging@national-autograss.co.uk.

It should also be repeated that severe penalties will be imposed on anyone found to have tampered with tags or given false information.

Newly built cars

It's been recognised that owners of genuine newly built cars may have problems reaching a tagging facility before their first scheduled race. We also recognise that this could cause issues for clubs in recruiting new members and could affect attendance at smaller club events where every extra car is important. It's proposed that genuine new cars will be given a period of grace to get tagged – it's suggested that they'll be allowed to race untagged at their first two events, although the detail hasn't been finalised. A procedure will be drafted to ensure that this concession is properly monitored and not abused.



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TAGGING PROGRAMME UPDATE *(continued)*

One inevitable conclusion is that, once the 2017 season is under way, members will have to be prepared to travel to obtain tags for new cars, for any older untagged cars being brought back into use, and for cars that for whatever reason need re-tagging. To ensure that this is not a totally unreasonable expectation, it's proposed that additional test equipment should be located in Ireland and Scotland and that appropriate training should be given to nominated testers there.

Changes of ownership

This bit is a repeat of an item from our last newsletter, but the evidence suggests that it needs repeating!

Just to remind you, if a car carrying an official NASA "blue tag" (confirming satisfactory testing of rollcage tube thickness) changes hands, the new owner is responsible for re-registering the tag number to be matched with his own race number and licence number. This may be done by emailing the details to tagging@national-autograss.co.uk.

The tagging team completed an exercise of matching details of all National qualifiers and reserves with the tagging database and followed up all discrepancies with the leagues involved. It became evident that a lot of the "missing" tag numbers were the result of new owners forgetting to inform NASA that they'd acquired a tagged car, so please help us to keep the database up to date.

Other important tagging issues

Everybody needs to be aware of the circumstances in which a rollcage tag becomes void and the car will need re-tagging before racing again.

- If any bars in the cage are changed or modified the tag is void
- If a cage is removed from one car and put in another the tag is void
- If a car is involved in an accident where any bars are damaged the tag may be removed by a scrutineer and the car will need re-testing.

We have a record of every tag number, who it belongs too and which car it's fitted too. Any abuse of the tagging conditions will contravene the rules on sealing in the NASA Members' Handbook, which makes it clear that this will result in disciplinary action.



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NATIONALS 2017 & 2018

Detailed planning is now well under way for the 2017 Nationals, with both the Men's and the Ladies' and Juniors' events being hosted by Cwmdru Car Club at The Ovals, Lyonshall, Herefordshire.

Key dates for the Nationals are:

Signing-on sheets cut-off: Sunday 21 May. This is the final date for which the drivers signed on will be counted towards leagues' National allocations. If your club's running a meeting on this date, please remember that the signing on sheets must be sent in by first class post immediately after the meeting.

Licence cut-off: Wednesday May 24. Only drivers who have licences issued on or before this date will be eligible to enter either Nationals meeting.

"R101" forms: Monday June 19. This is the final deadline for league secretaries to submit their lists of qualified drivers. We normally remind leagues that have qualifying rounds the day before this deadline that they must get their lists submitted by email on the Sunday night. This year, however, there are BAS and UKAC meetings scheduled that weekend so nobody has a qualifying round. The two leagues who have opted to run qualifiers on 25 June will still need to get their lists of qualifiers submitted by the 19th, and then hope that their late qualifiers don't change the positions!

Ladies' & Juniors' Nationals entry closing date: Friday July 14. As usual there'll be no exceptions allowed for anyone who misses this deadline – so please enter early enough so that you can be sure that you've received your entry acknowledgement before the closing date.

Men's Nationals: August 5/6

Ladies' and Juniors' Nationals: August 19/20

2018: We can now confirm that both the Men's and the Ladies' and Juniors' Nationals will be hosted by the newly expanded South Wales League. More details will be confirmed in due course. There are currently three prospective venues to choose from, but at this stage we expect the venue to be the familiar Castle Lloyd Farm at Pendine (Red Roses). Provisionally the 2018 dates will be

4/5 August 2018 – Men's Nationals

18/19 August 2018 – Ladies' and Juniors' Nationals



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MARSHALLING NEWS

Some eagle eyed members have picked up the statement in the minutes of the last marshals' committee meeting that a minimum of two marshals per post may be required in future.

We must clarify that the rule hasn't changed and NASA require a minimum of one marshal per post. Whether or not two marshals are required is at the discretion of the Chief Marshal on the day.

We're currently working on a new marshals' handbook (the last edition of this was printed in the early 1990s, we believe) and this should be available for the start of the 2018 season.

2017 FIXTURE LIST

The 2017 fixture list booklet will available in its traditional form – the free booklets will be launched at the Autosport Show in January, with an online version of the list going live at the same time.

As before, we'll be doing our very best to keep the online fixtures updated for cancellations and postponements. In 2016 this worked well early in the season but lost momentum later in the year as clubs weren't advising us of the status of their meetings. Please, as soon as you can confirm whether a meeting is on or off, contact Jason Baker, fixtures@national-autograss.co.uk and the online list will be updated at the first opportunity (we know we can't do anything about the comparatively rare occasions when meetings are rained off at the very last minute, although we had a few of these in 2016).

Clubs - if you have to cancel and re-arrange a meeting, please make sure that you advise Pat Patrick, so that a new permit can be issued, and Margaret Allen, so that insurance records can be kept up to date.

Insurance premiums for cancelled meetings can't be refunded or credited to the next season, but they can be transferred to rearranged dates in the same season – as long as Margaret is informed.



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2017 FIXTURE LIST (continued)

If you rearrange a meeting onto a previously advised "reserve date" the date should already be on your permit but you'll still have to arrange with Margaret to transfer the insurance. If you end up using a reserve date as an "extra" meeting, rather than a replacement for a cancelled meeting, you'll need to arrange with Margaret for the additional insurance premium to be paid.

One issue we've had with the 2017 fixtures is that in one league, the two clubs within that league have chosen to put in several dates clashing with each other. At the moment NASA are happy to advise clubs and leagues on their fixture planning but we've very rarely had to impose changes on clubs. In this case we'll be discussing the situation with club and league officials and we'll make it clear that we're very concerned about the effect that decisions like this could have on the longer term health of the sport and the survival of clubs.

COMMITTEE DATES 2017

For those of you who are planning to represent your leagues and clubs at the Walsall committee meetings in 2017, the dates are:

League Chairmen's Committee, Scrutineers' Committee and Combined Marshals' and Safety Officers' Committee (all 11 am starts)

Sunday February 19
Saturday April 8
Saturday June 10
Saturday October 14

The 2017 NASA AGM will be on Sunday November 26 (12.00 start).

Only the nominated league representatives have a vote at the committee meetings, but club officials are welcome to attend to support their league reps.



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DISCIPLINARY UPDATE

To bring you up to date, there were some disciplinary hearings required at the end of the 2016 season, mainly concerning penalties imposed for eligibility issues. All appeals have now been concluded so we can confirm outcomes as follows:

Peter Watson Y121

At the Men's National Championships Peter Watson (Class 1 finalist), was excluded for non-permitted modifications to engine temperature sensors on the Toyota Yaris. Peter's competition licence was suspended with immediate effect and he will not be permitted to hold a competition licence until 3rd May 2017. He may however apply for a members/mechanics licence in this time. In addition Peter will not be permitted to compete at the 2017 National Championships.

Amy Carter ARC38

At the Ladies' National Championship Amy Carter (Class 1 first place) was excluded for non-permitted modifications to front suspension cones and non-standard gearbox bearings. Amy's licence was suspended with immediate effect and she will not be permitted to hold a competition licence until 3rd April 2017. and will not be permitted to compete at the 2017 National Championships.

Tim Harber SV5/SV23

The Class 2 car raced by Tim in the 2016 BAS championship was found at BAS post season scrutineering to be fitted with an incorrect flywheel for the engine used. The BAS promoters excluded Tim from the series results and exercised their option under the NASA disciplinary rules to report Tim to NASA for further action. The disciplinary panel recommended that, in the circumstance of this being a second offense in two years, the maximum penalty in the disciplinary tariff should be applied and Tim will not be permitted to apply for any class of NASA licence until 16 October 2021.

Jake Lockwood SC393

Jake was excluded from the BAS Junior Specials championship results as a result of cylinder head irregularities found at post season scrutineering. The BAS promoters reported Jake to the NASA Board for disciplinary action. Following an appeal hearing Jake will be able to apply for a licence to be issued on 24 May 2017 and, subject to meeting licence and entry deadlines, he will be permitted to take part in the 2017 Junior National Championship.



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DISCIPLINARY UPDATE *(continued)*

Mark Barrett R13

This disciplinary hearing arose from an on track incident in Class 7 at the Border Counties race meeting on Monday 29 August 2016. Mark will be unable to hold a NASA racing licence until Monday 3rd July 2017, with a one year suspended ban to follow. Mark will be permitted to apply for a member's/mechanic's licence during this time.

LICENCE FORM AMENDMENT

There's a small but important change to the NASA licence application form for 2017. This means that older licence forms must not be used.

The form now includes an additional box with the statement "Please tick this box if you have any of the conditions described on the General Instruction Sheet for applying for a NASA licence and submit a doctor's letter with this application."

The instruction sheet states "if you have a medical condition or disability such as epilepsy, are without arms/legs/hands, mental or physical incapacity or failure to read a UK registration plate from 25 yards or are colour blind, then you need to tick the box overleaf and supply a suitable doctor's letter confirming you may safely participate in Autograss racing"

We've already had a few requests to clarify the conditions that should be disclosed; what we really need to know is whether an applicant suffers from any condition that would affect their ability to control a car – eg if they suffer from blackouts or giddy spells or don't have full use of all their limbs. We hope this won't prevent any current licence holders from competing, but in some cases we'll need the safeguard of a doctor's letter.

This is an interim measure; after legal advice that we needed a stronger medical declaration than we had on the existing licence forms, we intended to introduce a completely redesigned licence form including appropriate medical declarations. We ran out of time to get this approved in time for this year's print deadline, but you can expect an updated form to be introduced for 2018.

We've also been asked to remind all club signing-on personnel to check the photos in members' licences at every event.



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DAY LICENCES

Clubs should notice that the date has been removed from all new day licences issued. This means that unsold day licences no longer need to be returned for credit – they can be retained for use in the following season.

PAPERWORK REMINDERS

Firstly, we need to clarify that clubs' "RT12" permit applications and track layout plans should all be sent, as before, to Pat Patrick who is still looking after the issue of meeting permits for NASA after her retirement as a director.

Track inspection and meeting report forms (the forms that need to be completed by, or on behalf of, the Safety officer at every meeting) should also still be sent to Pat. These should be accompanied by the breath testing record sheets.

We don't think Pat's address appeared anywhere in the documentation distributed at the AGM, so please send the forms to:

Mrs Pat Patrick
Rainbow's End, South Side, Kilham, DRIFFIELD, East Yorkshire, YO25 4ST

All other essential paperwork was distributed via your league representatives at the AGM, but has now also been emailed to our full database of club officials.

It's essential that our contact lists remain up to date, so please make sure that the club and league committee details are returned to Di Tomkinson, and the insurance options form and treasurer details must be returned to Margaret Allen. There's also a "signatories authorisation form" which must go back to the NASA licensing secretary serving your club/league.

One final vital form is the "appointment of full member" form that must be returned to Jeffrey Parish to register your league representative for the year.

Please make sure that all details are complete and legible, including postcodes and email addresses for all your officials. All the forms must be returned before 31 January, so that we can get details out for the February committee meetings.



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AUTOSPORT SHOW

All the arrangements are now being finalised for NASA's attendance at the Autosport International Show at the NEC on January 14-15. As many of you will be aware, there was some doubt over the participation of NASA and other short oval sanctioning bodies at the 2017 show, but all issues have been resolved and it's all systems go. We'd particularly like to thank Simon Bentley for his part in negotiating the deal that's resulted in NASA returning to the show with the usual high profile presence.

The Live Action Arena will feature NASA Class 7s and Class 8s alongside BRISCA Formula 1, although much of the other oval racing content of the show has, we understand, been dropped. An added feature will be "match races" between different classes and to that end we'll have a Class 4 (Huw Jones) and Class 6 (Ben Gadsby) on hand.

The Live Action line-ups are:

Class 7

BC15	Bill Bradford
CA98	Lee Forster
CA141	Nicola Mackenzie
CW247	Keith Kelly
E7	Andy Kelsey
E125	Wayne Hartwright
NW99	Rupert Lomax
SC50	Chris Juggins
SC212	Jake Lee
TA69	Adam Jones

Class 8

ARC4	Phil Cooper
E15	Matt Stratton
M111	Ben Harper
NS151	Tom Chadwick
PHD47	Dan Thomas
R411	Alex Hall
S57	Nathan Rees
SC52	Josie Tomkinson
SS36	Matt Thompson/Rhiannon Smith
WR38	Daz Mullen

The following cars are scheduled to appear on the main NASA stand, although there'll be several other Autograss cars on trade stands around the show:

Class 1	CK218	Paul Boland
	PAC27	Jared Parry
	R173	Emily Zammitt
	S82Y	Aaron Mullen
Class 2	IK630	Matt Cake
	SN668	Ollie Sole



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AUTOSPORT SHOW (continued)

Class 3	IK316	Martin Beaney
	YD205	Kev Bowes
Class 4	G99D	Ryan Taylor
Class 5	N37	Louis Jackson
Class 6	SC15	Zoe Coupland
	WR16	Stuart Thomson
Class 7	BC77	Wyn Humphrys
	MA53	Patrick Sheahan
	SC61	Andy Holtby
	SP25	Kenny Perry
Class 8	ARC90	Gareth Hankey
	Y33	James Heselton
Class 9	B3H	Kevin Chaffe
	Y6	Katie Addyman
Class 10	NS52	Paul Evans
Stock Hatch	CA198	Willow Osborne
Junior Special	NS25	George Evans
	T492	Mollie Richardson

Thanks to everyone who's been involved in preparing and supplying cars for the show and we look forward to meeting as many of our members as possible over the weekend.

CLUB AND LEAGUE CHANGES

Just to confirm information given out during the past season, in 2017 the number of leagues within NASA will reduce from 22 to 20. The West Wales League will be discontinued now that PAC has joined the South Wales League, making South Wales a five club league. The Welsh Celtic League, which was admitted on a probationary basis in 2016 will also be discontinued, with Aberdare club never having got off the ground, while Penhow club is now part of the Gloucestershire League.

It's been agreed that the Essex League will continue to operate as a full league for 2017, with a review at the end of 2017 as the league's only club, Concord, doesn't currently have a race venue.



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NASA WEBSITE

A refreshed design for the NASA website is scheduled to go live in the New Year. Rule book and technical updates will be added to this as soon as they're available and fixture information will go live as soon as the NASA fixture books go into circulation.

Once again we'd like to thank our webmaster, Jason Baker, for all his efforts with the site. If there's any additional information that members would like to see on the website, please let us know!

Alongside the website we're complementing our successful Facebook page with an official Twitter presence for the first time. Di Tomkinson will continue to work alongside Jason on NASA's social media profile. It's intended that the Twitter feed will also be used to advise fixture changes and cancellations.

MEDICAL INCIDENT RECORD KEEPING

One important issued has arisen that we need to bring to the attention of clubs and leagues.

Your medical providers will be keeping detailed records of minor injuries dealt with on the day, as well as any more serious incidents. It's essential that these reports are passed to clubs at the end of each race day and kept on file. They can provide vital evidence if a claim is subsequently received – it's been known for clubs to receive claims in respect of injuries of which they have no record.



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GONE BUT NOT FORGOTTEN

Sadly we've lost a number of valued members of our sport in the period since our last newsletter came out.

North Shropshire club lost one of its most dedicated supporters and best known characters, Geoff Farmer, better known to one and all as "Pusher"

Nottingham club also lost one of its key members, Dave Goode, a former racer and long time club treasurer, and a popular character at Nottingham's meetings and wherever he visited.

Eric Gittoes was a sad loss to the West Midland League and Ludlow club; a long term Class 9 racer in his distinctive "old school" car, he subsequently served his club and league well as a very effective safety officer.

We were also very sorry to hear of the death of Ernie Kent, a legend of Class 3 and of the North Wales club. We received the sad news that John Cox, former Cambridge Class 2 racer, passed away at the end of October. Over Christmas we also heard of the death of Neil Cashmore, former Melton Class 2 racer, who had recently settled in New Zealand.

The sport will be poorer for the loss of these members and we sent our condolences to their families and friends.

A TRAGIC END TO 2016

During the Christmas holidays we received the worst possible news from Southern Ireland, that an accident during the St Stephen's Day meeting at Waterford Raceway had claimed the life of the club's devoted and universally loved secretary, Mairead D'Arcy. The track has no connections with NASA but the closeness of the Irish racing community makes little distinction between Autograss and the independent grass-roots Hot Rod racing clubs, and there will be few people on the Irish scene who have not been touched by Mairead's smiling, welcoming and helpful presence at all her club's events. NASA send our sympathies to the D'Arcy family and everyone at Waterford Raceway and beyond.



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SUMMARY OF PROPOSED RULE CHANGES FOR 2017

The notes below have been set out at a non-technical level, intended as a general guide.

A full version of all rule changes, together with an update to the online rule books, will be published as early as possible in the New Year. If any of the changes mentioned below are likely to affect you, please see the NASA Scrutineering Committee minutes on the website or refer to your league chief scrutineer.

General changes

- Definitions added of different suspension system types
- Definition added of a cushion
- Rollcage inspection holes to become optional
- Plastic vehicle bumpers must be retained
- Active suspension to be prohibited
- Maximum thickness of sumpguards defined as 3mm
- Seat fitting must be in accordance with manufacturers' instructions, including the size and number of bolts
- Clarifications on harness fixings
- No gearchange or linkage is to be fitted directly to a seat – other fixings to the chassis are needed.
- A "proprietary" seat is defined as being supplied with a manufacturer's product liability cover.
- Exhausts that exit through the side of the car must exit to the rear of the "B" pillar

Class 1

- Exhausts must retain baffles
- Distributor protection can be fitted on minis only
- Rear protection bars can be fitted on Minis only
- Specified contactless ignition to be permitted for Minis
- Clarified wording on Mini clutch
- Clarified wording on Mini suspension cones/trumpets
- Micra and Yaris must have original alternator, charging system and coils
- Micra and Yaris fuel pump clarification – Yaris part number to be quoted
- Confirmation that Micra or Yaris diagnostic plug must be fitted and working
- Micra and Yaris must retain original towing eyes



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SUMMARY OF PROPOSED RULE CHANGES FOR 2017

Class 2

- Cylinder head rules to be clarified – re valve seat angle cuts, as explained in a previous technical bulletin.
- Radiators must be of an equal or similar size to the original
- Vehicle data check sheets to be updated re Micra flywheel and camshaft
- Proposals for 2018 changes put forward for discussion and feedback – restrictions on type, size and manufacture of upgraded suspension.

Class 3

- Construction rules to be brought into line with previously issued clarifications (published on the NASA website)
- New rules prohibiting the fitting of radiators within window apertures

Class 3, 4, 5, 6 and 7

- Removable “bolt off” bodysHELLS must have additional fixings to the chassis/rollcage – a minimum of two fixings, above waist level, at the front and two fixings at the rear.
- Wheel arches must cover tyres to within 20mm of the outside edge of the tyre, for at least 25% of the circumference of the wheel (the previous rule required arches to be within 50mm of the outside edge of the tyre, with no minimum section of the wheel required to be covered). Damaged arches must be repaired to comply before the car races again.

Class 4/5/6/7

- A reduction in minimum sill height from 50mm to 20mm to enable more modern shells to be used.
- Specific shells are to be authorised to be modified as above – the first of these being VW Polo 2005 onwards
- A minimum floor to head height will be specified

Class 8/9/10

- Front engine Specials are now banned with specific exemptions for existing cars (one car has been tagged to date, one other is advised as being under repair)
- Clarifications on engine location within chassis – defined as having chassis bars on all sides of the engine
- Clarifications on roof and chassis width



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SUMMARY OF PROPOSED RULE CHANGES FOR 2017

Junior Specials

- Cylinder head clarifications (as for Class 2)
- Clarification of camshaft details
- Clarification re differential (additional shims not allowed)
- Suspension mountings must be steel and fixed directly to the chassis
- Chassis clarifications as for Class 8/9/10

One further issue under investigation affecting Class 1 is the possibility that some competitors, knowingly or otherwise, may have been using a Nissan March K11 rather than a Micra K11. The "March" was the Micra equivalent for markets such as Asia and South America and there are few external clues to distinguish it from a Micra – but there are important differences in suspension components and the ECU. We'll bring you more information on this when our experts have completed their investigation, but please be aware that the "March", examples of which pop up as "grey imports" in the UK and Ireland, isn't eligible for Class 1.