



NASA MEMBERS' NEWSLETTER

Issue 12 – July 2018

After the delayed start to the 2018 season, a lot has happened very quickly and already we find ourselves in the final stages of the countdown to the National Championships. In a very short space of time we've gone from having virtually every event in the first two months of the season cancelled due to wet weather, to a spate of cancellations in the past couple of weeks due to dry weather and water shortages! Don't worry, though – at the same time there's been a meeting rained out in Ireland and the Irish plan to share their weather with the rest of you soon!

Most of this newsletter covers Nationals related issues – please pay particular attention to the scrutineering update, which is relevant to all members, but particularly those attending the two National Championship meetings.

Regrettably we've also had to devote some space to disciplinary issues. To be honest the NASA Directors and League Representatives would far rather be spending their time discussing the promotion of the sport rather than incidents such as the ones mentioned in this newsletter, but we're all united in our wish to stamp out all forms of unacceptable behaviour at our events and to allow our members to carry on enjoying their racing and social weekends in a safe, family orientated, atmosphere. Penalties for anyone jeopardising this will continue to be severe!

We wish everyone a safe and enjoyable two weekends at the Nationals

SEE YOU AT THE NATIONALS!

For the benefit of anyone who's not already made their travel and accommodation arrangements, the PRG Trailers National Championships are being hosted by the South Wales League at their regular venue, Castle Lloyd Farm, Red Roses, Carmarthenshire, SA33 4PT.

The National Championships take place on 4/5 August (the "men's" championships) and 18/19 August (the Ladies' and Juniors', for which entries are now closed)

That's the venue overlooking the famous Pendine Sands, with the windmills dominating the coastal view. We're sure most of our members have been there before, but for those who haven't been in the last two or three years, or have vintage SatNavs on board, don't be caught out by the fact that the main A477 road to Pembroke Dock now by-passes Red Roses – start looking out for signs to the venue when you reach the St Clears roundabout. Please note that no race traffic should travel via New Mill village.

We've attached a site plan for the venue to this newsletter. There's no room for parking in the race field itself, but there's plenty of room elsewhere in the venue, so please follow the signs and the instructions of the South Wales members who'll be greeting you.



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Please also keep an eye on the South Wales Nationals Facebook page (all important posts will also be shared on the NASA page) as there's a possibility of some last minute instructions for visitors if the current dry weather persists.

NATIONALS ENTRY LIST CONFIRMED

The entry lists, and reserve lists, for the National Championships are now posted on the NASA website with links on the NASA Facebook page. You'll have to wait until you receive your official programme at the gate, though, to see the entries drawn into their "pairings" which determine the line-ups for all the heat races.

As we explained in the last newsletter, because of the exceptional number of cancelled meetings, we couldn't base the allocation of cars between leagues on the number of cars signing on to race this season, as would normally have been the case. By the cut-off date for allocations, there were still two leagues that hadn't been able to put on any meetings, so the normal system just couldn't have worked. Therefore the allocations were based on the 2017 numbers of cars racing in each class, adjusted only for the fact that this year all ten class champions are defending their titles (last year it was just seven) and one club (Bredon Hill) moved leagues last winter.

When all the leagues had submitted their lists of qualifying cars and drivers (we gave them an extended deadline of 1 July to do that this year) we found we had a problem in one class – Class 4. We think it's fair to say that a high proportion of the current drivers in this class are "club racers" who, rightly or wrongly, don't see themselves as National Championship contenders. Despite our efforts to convince some drivers that you don't need to be on the ultimate pace to represent your league at the Nationals, the leagues were only able to fill 35 of the 40 places using the established formula.

The method proposed to resolve this, in the limited time available, was to stage a ballot for the other five places. We'd like to thank the twelve eligible Class 4 drivers who put their names in the hat at short notice. The draw was made by the Nationals Chairman, observed by an independent director, and five drivers were added to the qualifiers' list, with the other seven ranked as joint first reserve, meaning that any of them could still gain a place.

In case you're not aware of the procedure, if any driver on the list of qualifiers now can't make it (or is removed for any reason by their league), then the league has the right to enter a substitute. If you're spectating, listen to the commentary on Saturday morning for details of substitutes to update your programme. If any places aren't filled by substitutes, or if a driver is withdrawn too late to be substituted (for example, failing scrutineering or a breath test), then the place will be filled from the official reserve list.

In some cases, drivers are listed as "joint reserves", meaning that their leagues came out with identical percentages in the allocation calculations. If a "joint reserve" place comes into play, then the drivers concerned will settle the place in the traditional manner, with a toss of a coin before racing starts on Saturday.



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SCRUTINEERING POINTS FOR THE NATIONALS

If your league is taking part in fast-track scrutineering at this year's Nationals, your car will be pre-checked by the League. You will be given a completed scrutineering form. Please make sure you have that with you during scrutineering at the event. Only leagues whose scrutineering representatives were present at the last Scrutineers' Committee meeting have been authorised to take part in the fast-track scrutineering.

If your car has not been pre-checked, please make sure it is ready to race, and that the car meets the current rules. This will save time and embarrassment at the event.

The car will be tagged. Please make sure the correct number is in your licence and if you are unsure that the tag is registered to you, check with your club or league.

The drivers' photo must be in the licence.

Class 1 cars with the required diagnostic sockets must make sure they are working and that all sensors and information are correct.

After pre-race scrutineering, checks will take place during racing. Any car that does not meet the current rules will be excluded from the event at that point. Please make sure cars pass scrutineering whenever checked. If a car should be excluded from the event at any stage before the finals, then the car will be removed from the results of all heats up to that point, and points for all other competitors affected will be recalculated.

We remind all competitors that only pump fuel may be used.

Mini Pickup body shells must be complete and the correct size. This information can be found on the NASA website. If unsure, please check with your scrutineer.

All cars should either have a tow strap fitted or a tow point clearly marked to aid recovery.

Signing on will not be done in the scrutineering lanes as in previous years. Drivers will be asked to sign on after scrutineering. Please don't forget.

BREATH TESTING

At both National Championship events, and at most other major events, random breathalyser testing will be taking place in the holding lanes immediately prior to racing. One implication of this is that the parent or guardian of all competitors under the age of 18 must ensure that they are in close distance to the holding lanes. If a competitor under 18 is selected for breath testing, and isn't able to find a parent or guardian to oversee this, they will be turned around and will not be able to compete in that race.



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DISCIPLINARY REPORT

The NASA Disciplinary Committee has investigated an incident of violent behaviour at the York event on 26/27 May 2018. The disciplinary committee reported its findings and recommendations to the Board of Directors, who determined the following penalties:

Having been found by the disciplinary committee to have committed a serious assault on another competitor, Kaiden Cheetham (Junior Special driver Y53) has been banned from holding a NASA licence or from attending any Autograss meeting for a five year period, until 14 July 2023.

Following a related incident Paul Moran was found by the disciplinary committee to have attempted an assault and to have abused a club official. He will not be allowed to hold a NASA licence for a three year period, until 14 July 2021.

Both of these penalties are currently subject to appeal.

We are also aware of an incident, or series of incidents, that look place at the Scunthorpe two-day meeting on 5/6 May 2018. In this case no official complaints in respect of the incidents reached the Board and therefore on this occasion we have not instigated a formal investigation or disciplinary action.

However, we are committed to taking every action possible to eliminate such unacceptable behaviour and therefore we have written directly to all parties who were named as being involved in the incident, expressing our concern.

We would like to reiterate that any future reports of physical attacks, fighting, abuse or other disorderly conduct at NASA events will be treated very seriously. We will investigate incidents and it's more than likely that the licences of anybody suspected to be involved will be suspended while the investigations are taking place. Any NASA members found to be involved will be dealt with through the disciplinary process, while members will be held responsible for the behaviour of any non licence-holding family members at events.

NASA are in turn working with clubs and leagues to try and minimise the likelihood of unacceptable behaviour; measures such as curfews on any bar facilities, adequate security presence and ensuring that designated club officials are on call at all times to act on any complaints of disturbances. There are all being encouraged on a voluntary basis, but we may have to resort to introducing these as conditions for the issue of event permits for any event of two days or more.



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COMMUNICATION WITH NASA

This year the Board has been receiving an exceptional volume of correspondence on a variety of issues. Some of the matters being complained of were already being addressed at club or league level, while others would have been more appropriately addressed to the club or league concerned.

We'd like to remind everyone of the "pyramid" structure for dealing with any grievances arising at Autograss events. Matters should be addressed first to the club concerned, who according to their procedures may deal with it at club level or elevate it to league level. If the league considers the matter too serious to deal with at that level, they have the option of referring it up to the NASA Board.

We're always happy for members to approach the Board directly, but this should only be done when the club/league route has been exhausted or is not suitable.

NEWSLETTERS ...

Any comments on this newsletter, or information or issues you'd like covered in our next issue, please get in touch – email jeffrey.parish@national-autograss.co.uk



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NATIONALS 2018 SITE PLAN

