



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING

REF: S1MIN0212/DH/GIJ

SUNDAY, 19th FEBRUARY 2012 - 11.00 am

TRAVELODGE, WALSALL.

Present

C. SCRUTINEERS	No.	LEAGUE	SCRUTINEERS CLUB
Y	16	CGTRO(LINCOLN)	Rad
Y	25	C. SCOTLAND	TD
Y	14	EAST ANGLIA	EA
Y	01	EAST MIDLANDS	S
Y	11	ESSEX	CGTRO
Y	24	FENLAND	SAA
Y	02	GLOUCESTER	S
*	18	KENT	CGTRO
Y	07	MIDLAND AP	Glos
Y	09	NORTH WESTERN	Ca
*	21	NORTHERN IRELAND	CS
*	10	NORTH YORKSHIRE	Ca
Y	15	SHROPSHIRE AA	NW
Y	04	SOUTH WALES	WML
Y	19	THE DALES	
Y	05	SOUTHERN	
*	23	IRELAND	
*	03	WESTERN ASA	
Y	13	WEST WALES	
Y	06	WEST MIDLANDS	
*	22	WILTSHIRE	
Y	12	YORKSHIRE	

NASA Chief Scrutineer
 NASA National Scrutineer/Scrutineering Assistant
 NASA National Scrutineer/Scrutineering Assistant
 NASA Director X 3
 NASA Scrutineers Secretary

APOLOGIES:

Scrutineers marked + are Club scrutineers representing League in place of League Chief Scrutineer.

VISITORS:

**ASSOCIATION OF
 AUTHORIZING
 BODIES**

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1. INTRODUCTION

NASA Chief Scrutineer apologised for late start. This was due to Directors meeting overrunning. He welcomed all, and thanked those who helped last year with regard to Scrutineering and at the National Championships.

Scrutineers Secretary explained that the following were to be 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.

2. a) ELECTION OF NATIONAL SCRUTINEERS.

NASA Chief Scrutineer explained that The 2011 National Scrutineers were prepared to continue as National Scrutineers for 2012 subject to clarification of conduct matters.

Conduct.

Both National Scrutineers explained that the level of abuse and threats from certain competitors and one 'Engine builder' was of great concern. Persons that had made threats against their person and families and made false allegations regarding 'Favouritism' and a 'Strut' had been thrown at them. Luckily it had missed. There had seemingly no disciplinary action had been taken against the persons involved.

The 2011 TD League Chief Scrutineer had regrettably decided to relinquish The Dales Chef Scrutineer post due to threats made against himself and family and lack of support from League Officials.

The Specials TL commented that abuse should be stamped upon and he had been subject to it at L & J NAC's. – The member concerned had since been disciplined after pressure on Board from Chief Scrutineer and given a temporary ban from racing.

NASA Chief Scrutineer confirmed that the situations had been taken to Board, but no reply had been received. Also there had been other incidents where scrutineers had not been backed up by the Board.

The Scrutineering Director apologised for the lack of response, but he had thought that the Board had sent a written reply. He would check and expedite the matter.

He also stated that the Board was taking active action in improving communication with the Chief Scrutineer and Marshall. Both were now invited to attend all Board meetings. Therefore any concerns regarding scrutineering and marshalling could then be raised direct.

NASA Chief Scrutineer explained that once a scrutineering decision is made there is no argument especially if it is as the Rule Book. It is not the scrutineer's fault that the vehicle has items that contravene rules. The competitor built it. He outlined various events at previous race meetings.

The Class 1 TL explained that there were a number of individuals who were known to ignore the rules, challenge every scrutineering decision regarding their vehicles and continue to argue that they are 'Right' when they are not. They often inflame others when all scrutineers are trying to check vehicles.

The Scrutineering Director explained that if these persons are known and are abusive then they can be excluded scrutineering areas and be restricted to the spectator areas only.
 NASA Chief Scrutineer agreed to provide the Board with the names of the persons concerned.
 The persons should know that they will be on notice that any further abusive behaviour will result in disciplinary action.

The Class 1 TL and The Class 2 TL then stated that as a result of the above discussion and clarification they were both prepared to continue as National Scrutineers.

NASA Chief Scrutineer enquired if there were any objections to The Class 1 TL & The Class 2 TL being re-appointed as National Scrutineers for 2012.

There were none. - The Class 1 TL & The Class 2 TL were duly appointed as 2012 NASA National Scrutineers.

b) ELECTION OF NASA ASSISTANT SCRUTINEER TEAM LEADERS.

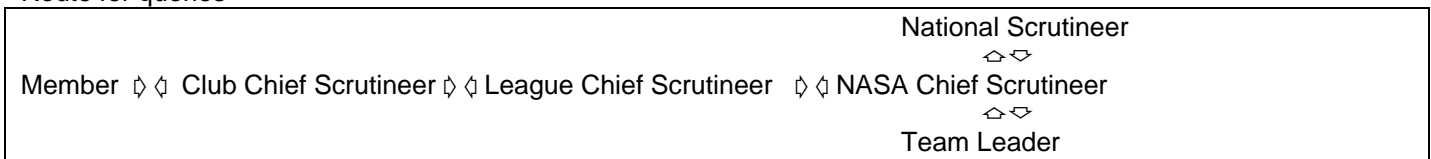
Note. A person appointed as a Team leader for a particular class must be available to assist in scrutineering at both the National Championship meetings. Each 'Team Leader' was responsible for the supervision of those classes at the NAC's. If a person cannot then provided it is known in advance a "stand in" must be arranged.

The EA Rep. - duly appointed as the 2012 NASA Team Leader Class 1. (Assisted by YD member when available).
 The WW Rep. - duly appointed as the 2012 NASA 'Team Leader – Class 2. (Assisted by S. Rep.).
 A EA Club Rep. - duly appointed as the 2012 NASA 'Team Leader – Class 3. (Assisted by S. Rep.).
 The CGTRO Rep. - duly appointed as the 2012 NASA 'Team Leader – Class 4,5, 6 & 7. (Assisted by CS Rep.).
 The Sturton Rep. - duly appointed as the 2012 NASA 'Team Leader – Class 8, 9, & 10. (Assisted by NW Rep.).
 The Radford Rep. - duly appointed as the 2012 NASA 'Team Leader – Junior Specials. (Assisted by WML Rep..)

VOTE : FOR UNANIMOUS - CARRIED

The Scrutineers Secretary explained that:
 In the event of a query regarding the rules for their respective classes discussion would take place with the Chief Scrutineer to enable correct decision to be made.

Route for queries



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 NASA Chief Scrutineer has agreed something, then the argument is invalid without the letter or email.

c) ELECTION OF NASA NOISE TESTER.

NASA Chief Scrutineer explained that the noise situation was becoming more important and all vehicles must comply with regulations and must be checked.

The 2011 Tester agreed to continue - Duly appointed as the 2012 NASA NAC Noise Tester.
 The 2012 NT requested that he be provided with a NASA Noise meter. This is 3rd time of asking.

The Scrutineering Director apologised but he had thought one had been given – He would make enquiries ad sort.

3. MINUTES OF PREVIOUS MEETING 08/10/11 and MATTERS ARISING:

Page 2. – Fire shield. – The Glos Rep. enquired as to how strict the requirements are.

NASA Chief Scrutineer explained that due to the different forms of vehicle construction the rule of thumb is still the 'Direct Line view'. i.e. provided the component concerned was shielded so as and escaping fluid etc; was not able to flow in a direct line to the driver then it was acceptable. The drawings were a guide.

Page . 2. – Seat support bar.

NASA Chief Scrutineer explained that the seat must be supported as rules.

Page 2. – Roll cage foot plates – Flat Floored vehicles.

NASA Chief Scrutineer confirmed that they were not compulsory for space-frame flat floor vehicles.

Page 3 - Items submitted by Mr Bennet.

The CGTRO Rep. expressed concerns that the correct procedures had not been followed by permitting a letter direct rather than going through a League.

NASA Chief Scrutineer explained that the matters mentioned in the letter had been raised by several different persons and some League Officials. Therefore in this instance he had agreed for it to be presented to the meeting. However in future the correct chain of command was to be observed.

Page 3 - Fuel Checking.

The WW Rep. enquired if there was going to be any carried out and what procedure was to be followed.

Brief discussion followed including reference to possible use of NASA issued fuel – Randomly selected competitors having their fuel replaced by NASA issued pump fuel at a race meeting or for 1 race. Taking of samples before a race.

Scrutineers Secretary explained the previous procedure involved taking samples, taking direct to accredited lab. Testing and results. All previously tested found to be OK.

NASA Chief Scrutineer explained that it is still random. However with use of fuel additives now common there was a need to have testing done.

Page 9 - 30mm box minimum size.

NASA Chief Scrutineer enquired if there was feedback. Reminder that 30mm box ensures the minimum thickness is adhered due to wall thickness of 30mm box.

MAP League in favour.

NASA Chief Scrutineer requested that feedback from other Leagues be brought to next meeting.

No other matters arising.

PROPOSED: Gloucester

SECONDED: CGTRO

That the minutes be accepted as a true record.

UNANIMOUS

4. CORRESPONDENCE:

NASA Chief Scrutineer presented a letter he had received from a competitor regarding Junior Specials suspension.

Scrutineers Secretary read out letter.

Précis of letter.

Enquiry if Bilstein ref F4-V36-4059-HO and 35-04590 / 36-4059 are permitted to be used on a Junior Special.

They were used in 2011 to prevent 'Grounding' as the driver weight was 13 Stone.

NASA Chief Scrutineer confirmed that for 2012 the use of any Bilstein unit is prohibited. (letter of reply to be sent shortly).

See item g. later in meeting.

No other correspondence received.

5. JANUARY 2012 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

NASA Chief Scrutineer explained that all rule changes had been submitted and approved by Directors and then sent to the printers. The rules in the rule books were entirely as had been proof read.

Scrutineers Secretary explained that there were sets of the Rule Books available for collection. – Those present later took them at end of meeting.

a. Class 1

i. Experimental vehicles / trials

The Class 1 TL explained that the Micra vehicles were now racing in Class 1.

There were 2 No. Yaris vehicles that remained as Experimental vehicles.
NASA 15 – Yaris – P. Brookes - Under construction.
NASA 20 – Yaris – D. Evans C20 - Under construction.

The Class 1 TL explained that the Micra is not a Mini, and there were specific rules that involved the Micra. No one should assume that the rules as applied to Minis were applicable to Micras.
All Micra vehicles still had to be registered via himself.
There are regrettably some Micras that have been constructed that have yet to be raced and also did not comply to rules. It would be impossible to single out all the cars that do or do not need scrutineering, it is also to be noted that not all the experimental cars were built correctly to the exact specification as to the rules for both last year or the 2012 year.
The biggest problem is that people keep comparing the Micra to a mini and trying to use Mini rules to prepare car.
The Micra specific rules will apply.

The pre scrutineering is done in aid to help scrutineers and competitors where new cars are built or existing cars have been overhauled or in some cases have stood outside and had little or no repair.

At a race meeting not enough time is available to fully inspect all aspects of the cars criteria on race mornings as there may be 50 to 100 cars to be checked overall usually in the time limit of 1 hour to 1 1/2 hours before racing starts.

The scrutineering / competitor paper work that must be returned to him so that direct contact with the competitors is maintained so that if rule updates are to be applied all concerned can be contacted. It also gives NASA an indication of how many Micras are racing, plus hopefully whether all cars comply to the relevant Micra rules.

NASA Chief Scrutineer confirmed that all Micra vehicles must be pre-scrutineered before attending a race meeting. If vehicles are not pre-scrutineered and found to be incorrect then they must race in Class 4 at their first meeting or be trailered.

ii. Nissan Micra Door Tops & Hinges.

Door Tops.

NASA Chief Scrutineer explained that the rules permit door skinning, this also includes the removal of the inner part of the door tops. The door top outer must remain. The inner skin may be removed.

Door Hinges.

NASA Chief Scrutineer explained that there was still some debate regarding retention or removal of door hinges.

Following brief discussion it was agreed that:

The door hinges must be retained. If the inner door is skinned then the hinge must still be connected to the door skin. This can easily be achieved by the use of a small metal sheet bent to form an 'L' angle mount.

iii. Class 1 – 3 Angle Cut.

NASA Chief Scrutineer explained that the 'Reconditioning' three angle cut is typically 30 / 45 / 75.

However some Class 1 Mini engine preparation specialists and engine builders were using 30 / 45 / 80 – 90 cuts. This was not 'Reconditioning' but a 'Competition' practise.

Any 3rd angle above 75 degrees is not acceptable. This may be put in 2013 rule book, subject to approval.

There is an amnesty for such cylinder heads until the end of the 2012 season.
For 2013 the inserts will have to be replaced with correct ones.

iv. Class 1 – Valve Timing Reminder.

NASA Chief Scrutineer explained that Class 1 Mini engine preparation specialists and engine builders were not using standard components to set up cam timing.

NASA Chief Scrutineer explained that the standard production cam/valve timing only shall be used. Timing Gear & components must be original standard production OE.

The following are prohibited.

Non-OE timing gear including adjustable and or vernier types.

Keyway machining/modification and or use of shims/shimming and or offset dowel.

Cutting of alternative keyway to the original standard production one.

b. Class 2. - Experimental vehicles / Trials.

The Class 1 TL explained that he had been given permission to build a 1300 K11 (CG13DE) Micra as an experimental vehicle. Other vehicles may be considered in future subject to application to Board of Directors and their approval.

Brief discussion followed on suitable vehicles including Ford KA Duratec that may be considered.

c. Tyres. - Update.

The Tyre Co-ordinator provided tyre update.

Prices of option A may increase shortly.

Option B tyre costs are steady. Some are available at less than £30

Stickered tyres become option B under 2012 rules.

Non-Drive axle tyres are free.

Leagues that require a Durometer must let Board know.

He was concerned that a 10" Hakka tyre was for sale at Demon Tweeks for £83. This was too expensive. Other suppliers are less costly.

d. Roll Cages – Design & Location of uprights in relation to 'A' & 'B' posts

NASA Chief Scrutineer explained that constructors were still not complying with the safe access and egress requirement as discussed in 2011.

One constructor was supplying roll cages for Class 1 vehicles that had uprights that were too far away from the 'A' and 'B' posts. Restricting access and egress. He considered the cage to be not fit for purpose. The person had seemingly taken the 'Not less than 18" rule' too literally and made the uprights to suit. The other rules that said that the uprights must be close to the 'A' and 'B' posts also has been ignored.

The person concerned had been given written notice to cease construction of such cages and stating that they did not comply with NASA Rules.

Vehicles found with such cages must be prevented from racing until the cages are rebuilt to comply with the NASA rules.

Brief discussion followed including naming of person and reference to drawings of the cages in question to clarify situation. All agreed that Mr Hardy's actions were correct.

Not mentioned at meeting but provided by NASA Chief Scrutineer for guidance:

Roll Cage Upright & 'B' Post & Door bar Guidance – Class 1 & 2.

For Class 1. – Uprights.

Ideally the uprights should be as close as possible to the 'A' post and the 'B' post.

However a 50 - 75mm (2" – 3") tolerance from edge of 'B' post is to be given.

For Class 1. – Door bars.

Ideally the Door bars should be run to be as close as possible to the 'A' post and the 'B' post.

However a 50 - 75mm (2" – 3") tolerance from edge of 'B' post is to be given.

For Class 2.

Monitoring of the upright and door bar location is to take place in 2012 with a view to the placing of a 'B' post distance limit.

e. Seats – Suitability & Guidance.

Following information, regarding the manufacture and availability of 'Light' 'Thin' and or 'Ultra light' seats received since the rule book was printed; the following guidance is issued for compliance with the 'SEAT' Rules and will be included into the 2013 Rule Book.

Seats Guidance - All Classes.

NASA reserves the right via an appointed Official and or Scrutineer to reject a seat (including mounting support frame/brackets), particularly 'Thin', 'Lightweight' or 'Ultra light' types that are marketed as a 'Race seat' but deemed as not fit for purpose and unsuitable for the shock and stress loadings of the 'Autogross racing environment'.

The Class 1 TL explained that this had originated with the request from a competitor to use the Tillet B3.5 Ultra Lightweight Race Car Seat (Carbon / GRP and black /GRP versions). He had contacted NASA Chief Scrutineer and National Scrutineer & Class 2 TL and Scrutineers Sec. and all had agreed that the seat was not suitable for use in the Autogross environment.

The NASA Chief Scrutineer explained that due to the non provision of brackets for this seat by Tillet (For all their other seats they provide brackets) – They state that the customer must make a suitable tubular steel support but give no guidance or diagrams on shape, type and diameter etc; he had felt that the seat was not suitable. However this had gone to the Board of Directors and the Board had stated that the seat was a competition unit and thus suitable. This was not a good situation as he had been overruled despite written evidence in the form of emails showing his being against its use. There was a potential for a claim against NASA for allowing such a seat against its own procedure rules.

The NASA Chief Scrutineer instructed that all such 'B3.5' seats must be checked before every race meeting to ensure that there is no damage, cracking or crazing. The driver will be required to get out of the vehicle so the seat can be examined by the scrutineer. If there is any damage at all at any time then the seat must be replaced before the vehicle concerned is permitted to race. If the seat cannot be replaced on the day in question then the vehicle must not race.

Please note:

If any scrutineer is contacted and asked for guidance or advice upon the seat supports the scrutineer must refer the competitor back to Tillet. It is their seat design and they manufacture it. Due to the potential of legal claims in the event of seat & supports failure only Tillet can provide guidance on brackets etc. By referring everything back to Tillet it helps to protect both the scrutineer and NASA.

It is the competitor's responsibility to ensure that any SEAT meets the NASA criteria for compliance before purchasing or fitting / using any Items of their choice.

f. i. Bodyshell – Silhouette retention & Window trimming

NASA Chief Scrutineer explained that the trimming of windows back to the bodyshell and beyond is prohibited. The glass retention return lip must remain as this is deemed as part of the original silhouette. It also provided some structural stiffness to the bodyshell.

Door pillars must be retained including rubber lip support.

Brief discussion with aid of sketches drawn on white paper board to clarify.

f. ii Class 4, 5, & 7 – Silhouette & Mini Front panel.

NASA Chief Scrutineer explained that competitors were cutting additional holes into the bodyshell and panels. This is not permitted.

Original holes in panels and bodyshell may be filled in with metal as rules.

The cutting of non-original holes, other than those specifically permitted in the rules is not permitted. All such holes must be filled in with metal.

g. Junior Specials Rear Suspension Struts – 20mm & Guidance

NASA Chief Scrutineer explained that the situation with the use of 'Competition units' being used was getting out of hand. Persons were buying units for £300+.

Therefore the 2012 Rules only permitted standard replacement units. These are available from Vauxhall and other motor factors for £30 to £60 each.

The original 16mm size had been found to be based upon incorrect information supplied to NASA. The 20mm figure will allow the standard replacement units but not the competition or upgraded types.

All upgraded units such as Bilsteins, Spax, Koni etc were now prohibited. Also the early model types with removable inserts were prohibited.

Junior Special Rear Suspension

Information Issue 2012 - 01.

Following of information, regarding the damper rod diameter received since the rule book was printed; the following guidance is issued for compliance with Rule 19.7. vi. Page 52 Junior Special 2012 Rule Book.

Maximum rod diameter was 16mm but as of 16/01/12 is **20mm**.

Vauxhall Corsa 1200cc 8 valve unit / Struts Part Number GM 72119025

If a direct after market replacement unit is used it must be a unit that does not have retail cost of more than the General Motors factory supplied unit for the Vauxhall Corsa 1200cc 8 valve, (part number GM 72119025) and the ram diameter must not be greater than 20mm.

It is Not Permitted to use competition or motorsports derived units. Including all Bilstein, Spax, AVO, G,max, Koni or any other competition/motorsports derived suspension unit manufacturer.

It is the competitors responsibility to ensure the vehicle rear suspension meets the NASA criteria for compliance before purchasing or fitting / using any Items of their choice.

h. Conduct.

i. Officials and Competitors.

See discussions under election of National Scrutineers.

NASA Chief Scrutineer confirmed that all members and competitors and engine builders who have been abusive to scrutineers in 2011 should consider themselves on notice that any further abusive behaviour will result in them being reported to the Board of Directors for disciplinary action.

ii. Competitor Disqualification

The WW Rep. explained that a competitor who had been given a ban until May 2011 due to failing post race scrutineering at the 2011 NAC's will be racing at the 2012 NAC's if he qualifies. The WWL have a rule that if a driver is unable to race his car at qualifying then a substitute driver can race the vehicle to gain points. The NASA ban expires before the last WWL qualifier so the driver will be able to race at the last WWL qualifier. He requested clarification if situation acceptable.

The Scrutineering Director explained that if the NASA ban has ended then driver may race. He will check the date of the ban ending.

Qualifying procedures for the NAC's are up to the particular League concerned. Different leagues have differing procedures. If the WW League has decided to permit this then it up to them. Others however may not like it.

Discussion followed including reference to Board removing statutory 2 year ban being a contributory factor in above situation. Not ideal, but due to League situation the driver cannot be prevented from qualifying.

j. Rules Clarification requests from League C. Scrutineers.

Safety harness.

Must a 5 point harness be used. Can belts share same fixing bracket?

A 5 point harness must be used. Belts cannot share mounting points. E.g. two clip on's onto one mounting ring is not permitted. There must be two rings side by side.

Hans / Leatt STX / EVS Device.

These may be used. However the correct helmet and helmet fixings must be used. They must comply with manufacturers use and installation instructions. NASA bears no responsibility for these in the event of misuse or incorrect fitting. It remains the individual competitor's choice and responsibility.

Class 1 – Mini downpipe.

Can this be bored out to increase diameter. - NO it must remain standard as rules.

Junior Special front pulley

Can this be balanced. - YES Only by adding metal. Not by drilling.

Battery Box.

Must the battery be placed inside a box? YES – A battery must be placed inside a box.
A box has 6 surfaces. Top, bottom, and 4 sides.
The use of a vehicle panel as say 1 or 2 sides or bottom is not permitted.

Identification.

All roof fins must comply with rules. Vehicles must have correct identification as per licence.

Stickered helmets.

Can additional stickers logos etc be placed on helmets.

– Only if of proprietary manufacture approved by original helmet manufacturer. Home made stickers are not permitted. Such stickers must not obscure original helmet safety stickers.

Floor bar.

The rule book says 38 x 38mm only. Can 40mm be used? – YES.

6. JANUARY 2012 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

a. Rules Clarification.

Class 8, 9 & 10 Rule Book.

The Specials TL expressed concern regarding some rules.

Rule.

8.7 – Height above helmet. Was it roof or bottom of top roll bar or cross bars. –

Following brief discussion it was agreed that it was to the bottom of the roll bars above driver head.
i.e. Bottom of 'X' bars above head. If centre bar fitted then it was to bottom of centre bar.
Not to bottom of offside & nearside top bars joining front & rear uprights.

8.13 – Wording changed why?

NASA Chief Scrutineer explained that the wording and drawings made rules easier to police.
Scrutineers Secretary explained that the rule was clarified to prevent non-flat fronts, along with drawing Fig 33.
A nose cone incorporating a 'Crush zone' to absorb part of the stresses placed upon a chassis in the event of a front impact can also be fitted onto chassis as discussed in 2011.

10.6 – Is there need for holes to be drilled as an ultrasonic tester is available.

NASA Chief Scrutineer explained that the ultrasonic tester is not available at all meetings yet. Scrutineers can still therefore insist on a hole being drilled for physical measurement to be carried out.
This also applies if a scrutineer suspects that the hole drilled has been placed in a position to mislead.

16.2. – Harness shoulder straps and or holes in seats are sometimes in wrong place for alternate driver.

NASA Chief Scrutineer confirmed that the harness must fit the stature of the driver. If the harness does not fit then the vehicle cannot race.

Many competitors have dedicated seats per driver for shared vehicles and change it between races to suit. This ensures a correct fit etc.

26.1 – Catalytic Converters – Have these been allowed now as they used to be banned?

The National Scrutineer & Class 1 TL explained that they were now permitted. NASA has to be seen to be more environmentally friendly.

Scrutineers Secretary explained that the prohibiting rule was introduced when they were first used in road cars and there were concerns regarding their surface temperatures. In recent years catalytic converters /catalysts that are designed for competition race and rally use (Steel / Stainless with high flow with metal substrates in place of ceramic types) have become more readily available.

b. 2013 Rules.

NASA Chief Scrutineer explained that the aim was to keep changes for 2013 to a minimum. Apart from the few items discussed at this meeting only safety changes were to be made. Hopefully the 2013 book would stand for 2 years.

7. ANY OTHER BUSINESS:

Scrutineering Equipment.

The CGTRO Rep. enquired as to situation with NASA equipment. Noise meters, Durometers etc.

NASA Chief Scrutineer explained that he has no NASA equipment himself. Others had it. NASA were to purchase another ultrasonic test machine.

The NW Rep. enquired if tester can be hired for say a pre-season scrutineering day.

The Scrutineering Director confirmed that arrangements could be made to visit with machine when requested by Leagues etc.

Following brief discussion it was agreed that a list of required equipment be drawn up and presented to Board.

Chairmen's Meeting.

The Chairmen's Director joined the meeting and explained that he had attended the Chairmen's meeting and would present the views of the meeting.

Conduct.

The Chairmen have agreed that conduct needs to be dealt with and greater attention given to bad behaviour.

Equipment.

The Chairmen had authorised purchase of Durometers for Leagues upon request

National Championships.

The host league must now employ independent security personnel to assist in the scrutineering areas.

Also passes may be issued to only allow authorised persons into scrutineering areas. Any abuse will result in person being removed from area.

The Post-race scrutineering tent must be larger. It may be that the area concerned has to move away from being adjacent to the pits/start-line areas. However this was open for discussion

Scrutineers Secretary commented that the location at the 2011 L & J worked well, however a larger fenced off area would be required and with security should meet the needs. If the area was too far away competitors were reluctant to leave vehicles there as they and scrutineers & officials usually wanted to watch finals.

At 2011 finals could be seen from the designated post-race scrutineering area.

The NASA Chief Scrutineer commented that the Heras fencing must remain until post race checking is complete, not removed at beginning as had happened in 2011. Also the area must be free of persons camping.

No other matters raised. **MEETING CLOSED 3.00 p.m.**

“Orange” “Official” scrutineers jackets

Not all “orange” “official” scrutineers jackets have been returned to Mr G. Jones 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 will be charged a certain sum of money and the jackets confiscated.

2012 National Autograss Championships	Thornborough DL8 2RE	3rd 4th & 5th August 2012
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)

2012 Ladies & Junior National Autograss Championships	Withington HR1 3QG	1st & 2nd September 2012
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. -- 7.00 pm.
	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)

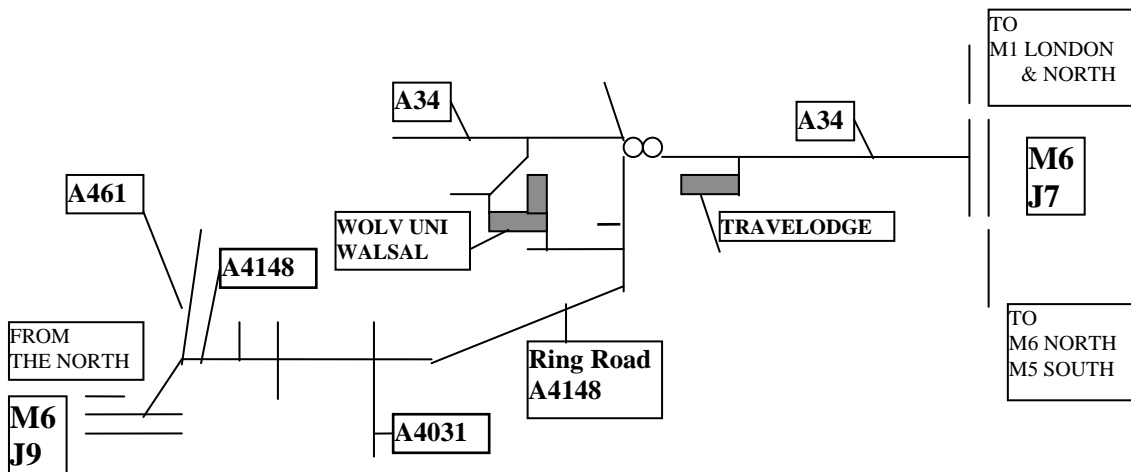
NOTE:

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 2012 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**
Travelodge, Birmingham Rd, Walsall WS5 3AB

SATURDAY	14th APRIL	2013 Rules - Draft
SATURDAY	16th JUNE	NAC's & Training
SATURDAY	13 th OCTOBER	2013 Rules - Confirmation

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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 travelodge has a NO-SMOKING rule.

4. Comments required from leagues on:
NASA Rules & Regulations - Clarification's, Changes for future etc.

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