



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING

REF: S2MIN0413/DH/GIJ

SATURDAY, 13th APRIL 2013 - 11.00 am

TRAVELODGE, Birmingham Road, Walsall WS5 3AB

Present

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

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

APOLOGIES: EA. Glos, NW League League Chief Scrutineers. CL 1 TL.

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

VISITORS:

**ASSOCIATION OF
AUTHORISING
BODIES**

Office: 53 Andrew Drive, Haywood Oaks, Blidworth, Notts. NG21 0TX
Registered in England and Wales -- Company No. 1716574

1. INTRODUCTION.

NASA Chief Scrutineer welcomed those present.

2. MINUTES OF PREVIOUS MEETING 17/02/13 and MATTERS ARISING

Page 1. – Election of Officers.

NASA Chief Scrutineer explained that the NASA Regulations state that the Assistant Scrutineers must be a League Chief Scrutineer. Any eligible scrutineer who wants to be considered for the post should contact him to discuss the matter.

The appointed Assistant Scrutineer whilst capable is a Club scrutineer at present and therefore not eligible for the post. NASA Chief Scrutineer has discussed the situation with the assistant scrutineer and he has gracefully acquiesced. However he can be and will remain as the Class 1 Team Leader.

Page 2 – Noise Tester.

The CGTRO rep. confirmed that the NASA Noise tester still has not been given a noise meter.

NASA Chief Scrutineer expressed disappointment as he had been informed that one had been sent. However he will re-check.

Page 2 – Negligence.

The CGTRO rep. requested further clarification as he believed that the original question had not been fully answered. What is the situation if a fault is listed in the Licence and the vehicle subsequently races and involved in incident.

Director (VM). commented that the choice of wording used to describe any non-compliant issue must be carefully considered depending on severity of non-compliance. If serious and or compromises safety the vehicle should not race.

Brief discussion followed including reference to minor non-compliance being not changed from meeting to meeting.

NASA Chief Scrutineer confirmed that pre-season checking would assist in these cases, enabling all non-compliance items to be dealt with before racing.

If there was a potential for future legal or insurance consequences in the area where non compliance changes from minor to major then the vehicle should not be permitted to race.

Page 3 – Poly Bushes. - See Correspondence.

Page 3 – Appeal.

NASA Chief Scrutineer confirmed that the appeal hearing had taken place and the appeal was unsuccessful.

Page 4 – Availability of rules for following season.

The CGTRO rep. enquired as to situation.

NASA Chief Scrutineer explained that this was still being discussed at Board. The format of the book is likely to change and some rules re-collated and clarified further. Once the layout has been decided and rules clarified they may be made available to pre-view online prior to the rule books being printed.

Note. If proceeded with, any rules information "Online" will not be a substitute for the rule book. A rule book and Licence will still require purchasing. In the event of any conflict in wording the rule book will apply.

Page 10 – Yaris vehicle in Class 1. – See Experimental vehicle / trials later in meeting.

Page 13 – Class 2 –cc 1400 – See Experimental vehicle / trials later in meeting.

There were no other matters arising.

PROPOSED: The CGTRO rep.
That the minutes be accepted as a true record.

SECONDED: The EA rep.

UNANIMOUS

3. CORRESPONDENCE:

1. CGTRO – Roll Cage to Driver head clearance - 3" to underside not being achieved. Is 3" to top acceptable?

Brief discussion including reference to. Change in roll cage from 25mm box to 32mm tube has lowered the clearance. Sketches & drawings to clarify. Some seats are mounted high enabling lowering to provide clearance.

NASA Chief Scrutineer confirmed that the 75mm (3") clearance is the measurement from the top of the driver's crash helmet to the underside of the roll bar running directly above the driver's head.

2. East Anglia League – various items.
1. 25mm ban. The League wants this reconsidered.

NASA Chief Scrutineer explained that the Board had noted the inconclusive vote at the scrutineers meeting concerned. However in view of the range of undersized bar found and the manufacturing tolerances meaning that the only way to guarantee a wall thickness that complied with the NASA rules was to choose 30mm box (Some 25mm box bars had been found as low as 2mm wall thickness), the Board had decided to implement the ban. However this was on the agenda for discussion at the Chairmen's meeting this morning the final answer would be decided there.

Discussion followed including reference to under sizes found, insurance requirements, policing of rules,

NASA Chief Scrutineer asked for a vote on how the room felt as the previous vote had been inconclusive.

Vote - Change to 30mm - For = 3. Against = 5.

Note: The Chairmen's meeting subsequently agreed that the prohibition of 25mm (1") box section as a "Roll cage" construction material for Classes 1, 2, 3, 4, 5, 6, & 7 was accepted and would be prohibited from January 2015. The minimum size for "Roll cage" box section will be 30mm.

2. 25mm (1") box as floor cross bars.
Query whether the use of 25mm (1") box as floor cross bars on a floor frame can continue after 2015.

NASA Chief Scrutineer confirmed that the floor frame is not a "Roll cage" therefore its use would continue to be permitted.

3. Introduction of Yaris. - Query on how much testing and observation being done.

NASA Chief Scrutineer explained that there had been a request at Board for answer to question of ending of the Yaris experiment. This committee had expressed concern on cost of donor vehicle and speed of vehicle. Also whether the vehicles were being driven to their full potential. Despite this committee's wishes for the vehicle not to be allowed, that he had expressed to the Board, a "Board" decision had been made to permit the vehicle.

Following discussion it was agreed that should the vehicle be found to dominate Class 1 restrictions would be placed upon it to ensure other vehicles remain competitive until the natural progression of newer vehicles.
e.g. Placing an inlet air "Restrictor" onto the main air feed ducting into the air filter box (Size to be investigated).

4. Poly Bushes. - Clarification required as to where they can be used.

NASA Chief Scrutineer explained that:

For Mini.

Poly Bushes can be used on "Sub-frame mounting" and "Engine mounting"

For Micra/Yaris.

Poly Bushes are prohibited for 2013.

5. Door trimming. - Can driver's door be trimmed to lower its height? Can window aperture be trimmed?

NASA Chief Scrutineer confirmed that:

NO – Driver's door cannot be trimmed in height.

NO – Window apertures cannot be trimmed.

3. Former NASA Experiment Co-ordinator. - Micra K11 Panhard Rod.
The former NASA Experiment Co-ordinator wished to clarify situation regarding Panhard Rod strengthening.

NASA Chief Scrutineer explained that he had contacted the former NASA Experiment Co-ordinator to clarify what had been agreed during the experiment stage of the Micra as regards the panhard rod (Aka - Panhard bar/Track bar).

The former NASA Experiment Co-ordinator has confirmed in writing that:
The panhard rod concerned is a pressed steel "U" section beam.
During the early stages of the experiment this beam was found to be bending/twisting as a result of racing and the closing of the open part by "Gusseting" on the lower edge only, was permitted to stop the bending/twisting.

It is an easy and simple modification to carry out and is easy to check by a scrutineer – just by looking underneath car.
The replacing of the original panhard rod with an alternative tube of metal was prohibited as this could have been used to disguise modification of suspension angles for increased performance.

NASA Chief Scrutineer confirmed that:

Strengthening of the original panhard rod is permitted, provided it is carried out in the manner as described by the former NASA Experiment Co-ordinator.

Strengthening can only be carried out by "Adding" metal. Removing metal is prohibited. "Cutting and shutting" is prohibited.

The replacing of the panhard rod by a non standard item including non-steel versions is prohibited.

The modification of panhard rod, including bending/stretching and or enabling it to become adjustable, is prohibited.

The rule 17.1 will be clarified to suit.

No other correspondence.

4. JANUARY 2013 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS

a. Class 1 & 2.

i. Experimental vehicles / Trials.

NASA Chief Scrutineer explained that the situation remained as that at the previous meeting.

The Yaris vehicle is for 2013 an experimental vehicle and as such anyone wishing to use one must pre-register it with him (NASA Chief Scrutineer) for it to be checked and given a "NASA" experimental ID number. If a vehicle turns up with a "Club" ID then it cannot race and must not be allowed to do so regardless of whom the competitor concerned is.

The Scrutineer Secretary explained that he had recently received more technical information.

This confirmed that there were 4 different model range specifications – "S", "GS", "GLS", & "CDX".

All had the same 998cc engine, transmission and diff ratio.

However only the "S" has 13" wheels. The other 3 models "GS", "GLS", & "CDX" all have "14" wheels.

Tyres = 155/80 x 13 & 175/65 x 14.

Also 155/70 x13 & 165/65 x 14 will be acceptable due to additional choice of "Grass" tyres.

There may be a future issue regarding use of 14" tyres with higher profile other than /65 as these may foul wheel-arch and thus likely limit their use.

The Tyre Co-ordinator confirmed he had checked the availability of tyres prior to the meeting, at the secretary's request and found that whilst there is a limited number of option "A" tyres there is a good choice of option "B" tyres.

Following discussion it was agreed, due to their being fitted to the majority of Yaris models, to permit the use of 14" wheels.

Micra vehicles – Rev Limit..

NASA Chief Scrutineer enquired if any info had been found.

The NY rep. commented that on rolling road it is rare for the figure of 6600rpm to be exceeded.

It was agreed that 6600rpm be adopted as limit.

Micra Injectors.

Can injectors from another Nissan model or other vehicle be used?

NO - Only those fitted as standard to the Micra 998cc engine are permitted. See Rule 1.11.

Micra Air Box intake from headlight area.

Can this be shortened or re-routed?

NO – This must remain in same standard production location and be of original form and sizes.
Cutting or modification including repositioning or reshaping or enlarging, or shortening or lengthening or replacing with non-standard components is prohibited.
The Air box must also remain as standard. The air filter element can be changed to say a “K & N”, but there must be an element in the air box.
See Class 1 rule book page 24 & 25. Rule 1.10.

Class 2 – Experimental 8v 1400cc.

The NY rep. enquired as to situation.

NASA Chief Scrutineer explained that more information was required before Board could decide.

The NY rep. confirmed that his offer still stood and it would be a stock 8v 1360cc engine placed in a compliant Class 2 car.

NASA Chief Scrutineer would take information back to Board for their consideration.

b. Tyres

i. Tyre Update.

The Tyre Co-ordinator explained that very little had changed since last meeting.

Sportway have an “A” and “B” range of tyres.

Hakka II there are seemingly no 10” left – Moulds have allegedly been sold. There are still some 13” Hakka II are still available.

Discussion on tyre availability and rule that suppliers should have tyres available for all Classes.

Potential for ban on Hakka II 13” tyres from Class 1 due to lack of availability of Hakka II tyre for all Class 1 vehicles.

NASA Chief Scrutineer to take concerns to Board.

c. Chief Scrutineer Report.

NASA Chief Scrutineer explained that he had been contacted by many people following the Blyton Test Day and subsequent posting of various photographs “Online”. All expressing concerns that vehicles racing did not wholly comply with NASA Rules. Incorrect/wrong identification. Missing I.D. Questionable construction. Also a Junior raced with Men. Vehicles with brace bars not connected to rear cross member. Missing bars/panels. “X” member not connected to side of body.

The CGTRO rep. commented that it was a “Test Day” not a full race meeting. Vehicles were not “Lap scored” or given prizes. In most cases competitors, as far as he was aware, had been given lists of non-compliance items.

NASA Chief Scrutineer explained that if a vehicle is wrong or regarded as “Unsafe” then the better course of action would be to prevent it from testing and or racing. “Test” days have as much potential for injuries as a “Race” day.

i. Window Net/Arm restraints update.

NASA Chief Scrutineer explained that as there had been a few race meetings, what was the general perception of the use of these?

Various photographs were passed around and viewed.

Those present expressed concerns regarding: Methods of fixing. Variety of types. Unsuitability of some. Marshals concerns as to how they are removed. Need for marshals to carry a “Seat belt cutter”.

Other forms of motorsport allow “Bungi” type bottom fixings that are threaded through the mesh at low level and clipped onto the vehicle A & B posts or small posts fixed to body. - Can these be used?

It was agreed that provided they are supplied as part of the fixing kit and or recommended by the supplier concerned (As many do). The “Bungi” or elasticised luggage strap must be of sufficient strength to keep the bottom of the mesh tight to the vehicle. “Loose” “Bungi” not permitted.

ii Future prohibition of 25mm (1”) box section.

NASA Chief Scrutineer explained that this is on the agenda at the “Chairmen’s” meeting and the final answer would be decided there. - See previous discussion under “Matters Arising”.

Note: The Chairmen's meeting subsequently agreed that the prohibition of 25mm (1") box section as a "Roll Cage" construction material for Classes 1, 2, 3, 4, 5, 6, & 7 was accepted and would be prohibited from January 2015.

iii. Class 4 – Permissible vehicles.

Confirmation of prohibition of conversion of FWD bodyshell to RWD and vice-versa.

NASA Chief Scrutineer explained that a competitor was in the process of having a RWD Class 4 "New Fiat 500" built. The competitor has taken the view that the "New Fiat 500" (Front engine FWD) is an evolution of the original obsolete Fiat 500 (Rear engine RWD) and therefore believes that it is permissible to convert a "New Fiat 500" to a rear engine RWD vehicle. i.e. move engine from front to rear.

This is incorrect and not in accordance with the NASA Class 4 rules.

The original Fiat 500 ceased manufacture in the 1970's and no further evolution of that particular bodyshell exists.

The "New Fiat 500" is a wholly new vehicle with completely different bodyshell, engine and transmission and shares a platform with the Ford KA. It is Front engine and FWD.

Rule g) states. *The engine may be positioned anywhere within the original vehicle engine compartment.*

Therefore for any bodyshell the engine must be placed in the original engine compartment for that particular vehicle's bodyshell. It then follows that if a vehicle is produced by a manufacturer as Front Engine FWD then the engine must remain in the Front engine compartment and remain FWD. There is no rule that allows conversion of a FWD vehicle to RWD in Class 4. Class 5 & 7 = yes. Therefore "New Fiat 500" = Front engine FWD. Therefore to race in Class 4 it must remain as front engine FWD.

NASA Chief Scrutineer confirmed that he had told this in telephone conversation with the vehicle constructor (The person employed by competitor to construct vehicle) and also instructed the competitor concerned in writing that the vehicle being constructed does not comply with NASA Class 4 rules, but the competitor seemingly does not regard this instruction as relevant or valid.

If the hinted "Legal action" is to be proceeded and or involved with by the competitor concerned then all matters will be dealt with by Board and the competitor's licence will be suspended in the interim as per disciplinary procedures.

Therefore all scrutineers are instructed to stop this particular Class 4 "New Fiat 500" vehicle from racing should it appear at any NASA race meeting. There is no class for it to race in. It is not permitted in any "Open" or "Mixed" class races either.

Brief discussion followed. Those present agreed:

The Chief scrutineers interpretation of Rules is correct.

The vehicle concerned does not comply with Class 4 Rules.

To clarify the Class 4 regulations to minimise risk of other persons following this competitors lead.

iv. Class 4, 5, 6, & 7. Bulkhead.

NASA Chief Scrutineer explained that this is to be discussed again as per a Board request. The Board had disagreed with the scrutineers actions at the previous meeting and wished the matter re-considered.

NASA Chief Scrutineer explained that the following had been placed on the NASA website at the instruction of the Board.

Class 4,5,6,7

Rule 2.4 Front Bulkhead

The steel front bulkhead must be retained in its original position. A complete steel front bulkhead must be fitted. This bulkhead may be the complete original vehicle steel bulkhead or a substitute steel sheet bulkhead (statutory minimum thickness 20 gauge) of a repaired original bulkhead (repair material - steel sheet statutory minimum thickness 20 gauge).

If the original front bulkhead is retained it must remain in its original location.

If the front bulkhead is not original, then it must be fitted in the location of the original front bulkhead position at points of connection with the bodyshell side, dashboard / front windscreen and floor plan areas. The bulkhead including any

foot-pedal indent must always be to the rear of an imaginary line connecting the nearside and offside front hub centres and also more than 230mm (9") from the front face of the front engine / front suspension cradle. See Fig. 29, 32, & 33. Fig 33 remains in place as a clarification of this rule - i.e. fig 33 requires the pedals in their depressed position to be behind the line of the original bulkhead, even if the replacement bulkhead includes an extended foot-well.

General discussion followed including reference to. There was general agreement that the situation as agreed at the previous meeting had worked well at recent race meetings and was not causing any difficulties at scrutineering. The competitors liked it as they had a little more freedom to build cars and or update older cars to keep them competitive. It did away need to measure road cars to compare with race cars. Mini's ok as can be compared with Class 1 vehicles, but others?? Where would the "Template" be obtained? Board should not "Dictate" to scrutineers. Matter being pursued by alleged perceived self interest. Scrutineers are the ones who deal direct with competitors, inspect vehicles and are more aware of "Situations on the day". Natural progression of vehicles competitiveness and technical advancement.

PROPOSED: The CGTRO rep.

SECONDED: The MAP rep.

That the situation to remain as agreed at previous meeting.

i.e. Fig 33 be dissaplied.

UNANIMOUS

CARRIED

NASA Chief Scrutineer will take meeting view back to Board.

d. Rules Clarification requests from League C. Scrutineers.

Rear tailgate.

The SWL rep. queried the situation regarding the rear bodyshell reference Fig 31.

Must there remain a body panel above the line of the rear tyres?

NASA Chief Scrutineer confirmed that the figure 31; is a guide to show the maximum limit of any body-shell and or panel "Trimming". Bodywork and or panel can be trimmed up to the line shown. If bodywork has been removed above the line then it must be replaced.

The tailgate must be complete. If it originally extended below the line it must remain and if it has been trimmed then the metal removed must be replaced. If a tailgate is originally shorter than the line then it may remain shorter. However the rear bodywork must remain below the tailgate down to the line shown. The metal removed must be replaced.

If for say a Class 4, 5, or 6 FWD vehicle that has no bodywork above the line then the metal must be replaced. This particularly applies if such vehicles have a "Lower" suspension setting for "Scrutineering" and a very high suspension setting for "Racing". The large opening when rear is high provides no protection in that there is no metal to partially deform/absorb stresses, the event of a rear impact. Class 5 & 7 vehicles have engine cradle etc; to absorb. As the SWL have the first BAS round this is something to look out for. Such vehicles found on start-line must not be permitted to race.

Exhaust Outlet.

The SWL rep. enquired as to limit of exhaust exit point.

NASA Chief Scrutineer confirmed that it must be to the rear of an imaginary line crossing the vehicle at its front to rear mid-point.

Roll Cage Sample.

The EA rep. showed all a sample of a top roll cage bar that had been found. The bar had two joins that had been disguised by grinding/smoothing away of weld ridge and painting, was not a single piece and had been condemned. In the event of a roll over it was highly likely that the cage would have collapsed at that weak point.

NASA Chief Scrutineer confirmed that the sample did not conform to rules and the correct action had been taken by the scrutineers concerned.

5. Proposed changes for January 2014/15 as recommended by the Scrutineers Committee.

N.B.

The items minuted are the proposed subject of the rules in question, **details of discussions, and alternatives involved have not been recorded** as their inclusion may produce confusion.

A handout of the ratified changes will be issued later in year. – Interim information below.

a. Rules Change requests from League Chief Scrutineers & Leagues. - None brought to meeting.

Note: Leagues may submit any required rule changes for 2015, to this committee for discussion during 2013.

b. Rules Change request from NASA Chief Scrutineer.

i. Class 1.

Yaris - Update Class 1 rules and Check Sheet for entry of Yaris 998cc vehicles for 2014. - 37 No rules affected.

Micra - Clarify wording regarding strengthening of Micra panhard rod.

Clarify wording regarding use of non-standard "Micra" injectors.

Suspension – Confirm "KYB" replacement suspension units permitted.

Deletion of Duplicated wording - Roll cage intro. & rule 6.

ii. Class 4. - Slight amendment for Class 4 to clarify acceptable vehicles as previous discussions.

iii. Change to future NASA Classes – Preliminary survey.

NASA Chief Scrutineer explained that as the rule book is to be revised for 2015 is now a good time to consider any amendments to the vehicles allowed in NASA classes.

Class 2 – change in cc. – 1400 subject to experimental vehicle trial.

Class 4 – Change to FWD only.

- No RWD vehicle with eligible cc engine has been produced by any manufacturer for approx 20+ years.
- The existing RWD vehicles that are racing are very few.
- The rules could then be made simpler to suit FWD only.
- The potential for on track collisions due to mixing of RWD & FWD vehicles would be reduced with only FWD.

Class 5 – Change cc / Change types of engine & transmission.

- If cc was changed from 1131-1420 to under 1420 any "Imp" type vehicle racing in Class 4 would be able to transfer and race in Class 5.
- Permit multivalve engines in Class 5 at maximum cc of 1250cc. same rules as Class 3 with limit on block material and recognised modified "Road" engines only. No homologation engines such as BDJ / BDH etc.
- The 2V/cyl engines would remain "As existing" with "Free" modification.
- Change to RWD only. Now very few FWD Class 5 vehicle actually race. Used to be many.
- The potential for on track collisions due to mixing of RWD & FWD vehicles would be reduced with only RWD.

Class 6 – Change cc. - Change from 1421cc and above to 1131cc and above.

The above if agreed could then be introduced 2 years on from 2015, say 2017.

Brief discussion followed including reference to the fact that they were only preliminary suggestions to assist in moving sport forward to reflect more "Modern" vehicles.

NASA Chief Scrutineer asked that the above be taken back for discussion at local level for feedback at next meeting.

Note: Leagues may submit any required rule changes for 2015, to this committee for discussion during 2013.

c. Rule change requests from NASA Directors.

Class 1.

Fuel Pump type clarification

Also the replacement fuel pump – Sytec FP603 (3 Bar). ~~as supplied by BP Grassing.~~

Class 3,4,5,6,7,8,9,10.

Fuel Rules: Deletion of wording as required by Board

10.5 A single "accelerator" or "Throttle" pedal, including a "Accelerator/throttle cable" must be fitted to control the operation of the fuel delivery system to the engine. ~~"Fly by wire" type systems prohibited.~~ The engine must be fitted an 'accelerator' or 'throttle' return spring such that the fuel delivery system closes once the 'accelerator' or 'throttle' pedal is released.

Junior Specials.

Fuel Pump type clarification

Also the replacement fuel pump – Sytec FP603 (3 Bar).

d. Rule Change – Rule book Proof reading procedure.

Not mentioned at meeting but included for reference.

All the proposed rule changes for the construction rules and updates the draft rule books (A4 format) are sent for Directors approval with all changes highlighted for identification.

The Directors then check and accept/amend or reject items. Once approval is given the drafts are revised to suit any instructions to add different or extra rules/words and the amended drafts are sent to nominated Directors and Chief Scrutineer and or others for proof reading & checking. Once all are happy the final draft (Converted from A4 to A5 Format) is sent to Directors for sending to printer. The printer then produces their own "Proof copy" (Actual copy they will print from in A5 format). This is again checked by nominated persons (This checking is done to a specific deadline usually less than a week) and then sent back to printer for printing by the NASA required dates.

6. ANY OTHER BUSINESS:

Pre-Season scrutineering.

NASA Chief Scrutineer explained that this is to be encouraged.

Brief discussion followed including reference to some clubs arranging specific pre-race day to carry this out as it allowed more time to thoroughly check vehicles so that any remedial works could be done before the first race meeting. Those that had tried it found it worked well.

National Autograss Championships 2013

The Scrutineers Sec. handed out letters to all League Chief Scrutineers present requesting names of scrutineers for the 2013 NAC and 2013 Ladies & Jnr. NAC's.

General discussion followed on duties and workload and catering facilities at nationals.

See Scrutineering times guide in reminders section at end of minutes.

Letters to all League Chief Scrutineers not at meeting will be issued via email (To those who's emails are known) requesting names of scrutineers for the 2013 NAC and 2013 Ladies & Jnr. NAC's.

Names to be returned to Scrut. Sec. as the scrutineers will be allocated to their respective classes at the next meeting.

Note:

The Pre-checking of vehicles attending the NAC's by League & Club Scrutineers is required.

"Men's" Nationals.

No representative from Wiltshire present to provide update of situation.

"Brake testing" personnel approx 6 persons required from "Host" league to assist NASA Scrutineers.

"L & J" Nationals.

The EA rep. commented that all was proceeding.

"Brake testing" personnel approx 6 persons required from "Host" league to assist NASA Scrutineers.

The Club will be providing required personnel to assist NASA Scrutineers.

MEETING CLOSED 2.15 p.m.

Note

Next meeting – Secretary unable to attend therefore "Volunteer" required to assist NASA Chief Scrutineer in taking minutes etc.

N.B. REMINDERS:

1. **Next Meeting:**
Names of those wishing to scrutineer at both the NAC's and L & J NAC's must be brought to the meeting, in order to allocate personnel to each class. League Chief Scrutineers should assist at the NAC's.

2. **Rule Book & Licence.**
All members must be accompanied by their Rule Book and Licence at all times at a race meeting. Both the members Rule Book and Licence must be presented at "Scrutineering" and "Signing on"
There must be a photograph of the member placed on the Licence.

4. **JUNIORS - Rule Book & Licence.**
All Junior Drivers must be accompanied by their Letter/Form of consent to race and Rule Book and Licence at all times at a race meeting.
The Letter/Form of Consent, Rule Book and Licence must be presented at "Scrutineering" and "Signing on"
There must be a photograph of the member placed on the Licence.

"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.

2013 National Autograss Championships	Withington HR1 3QG	2nd 3rd & 4th August 2013
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)

2013 Ladies & Junior National Autograss Championships	Wyboston MK44 3BE	30th 31st Aug & 1st September 2013
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)

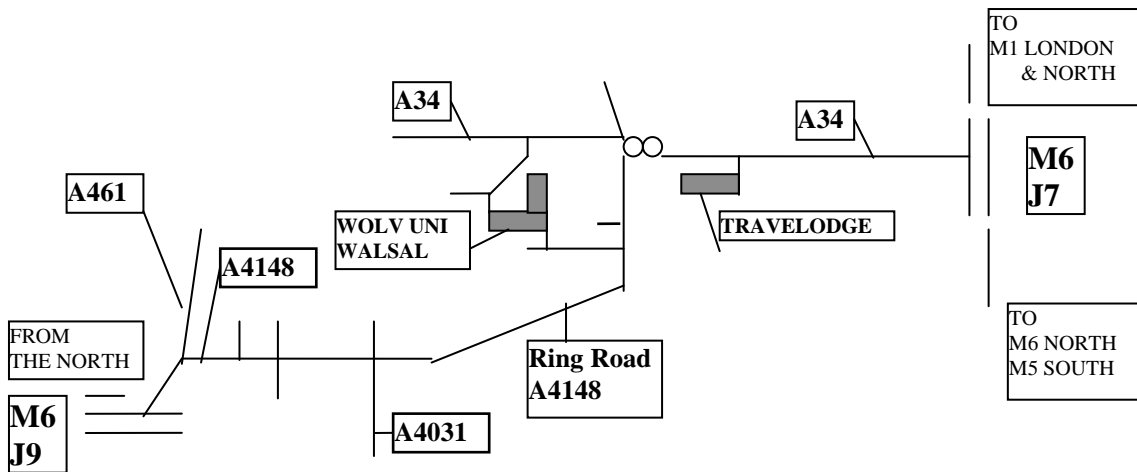
NOTE:

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 2013 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	22 June 2013	NAC's & Training
SATURDAY	12 October 2013	2015 Rules - Confirmation

NASA AGM 25 November 2012



People attending the meeting must park their vehicles in CAR PARK. PLEASE DO NOT PARK ON THE GRASS. There is a £3 charge for parking.

Follow signs to RECEPTION, a porter 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.

=====