



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

NASA --- SCRUTINEERS COMMITTEE MEETING

REF: S1MIN0214/DH/GIJ

SUNDAY, 16th FEBRUARY 2014 - 11.00 am

METRO INN, WALSALL.

Present

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

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

APOLOGIES: WB (Dir.).

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

**ASSOCIATION OF
 AUTHORISING
 BODIES**

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1. INTRODUCTION

The NASA Chief Scrutineer welcomed all, and thanked those who helped last year with regard to Scrutineering and at the National Championships. For the future, due to the addition of the UK Championship Series to Autograss, scrutineering in general terms must improve, as in 2013 cars that had been permitted to race in both BAS and UK Championships had been disappointingly found with non-compliant issues at the National Championships(NAC's). These vehicles had raced throughout several qualifying rounds and regularly up to the NAC's. To be found non-compliant at the NAC's then upsets the competitors and affects scrutineers' reputations. The fall-out then descends upon him (C. Scrutineer) causing difficulties. Scrutineers must learn to say "No.". Particularly at League/Club level. Defects must be written into rule book/Licence. If undue pressure is being brought onto scrutineers by other Club or League Officials, then please let him (C. Scrutineer) know. He can then intervene, contact those officials concerned and raise issues at Board level. He would also like this year, to see more scrutineers attending the NASA Scrutineers committee meetings.

The NASA Chief Scrutineer then introduced Mr L.E. – Director, who is standing in for Mr W.B. the scrutineering Director.

All present introduced themselves by name and League/Club.

The Scrutineers Sec. 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.

The NASA Chief Scrutineer explained that the WW Rep. was prepared to continue as a National Scrutineer.

There was a vacancy. The EM Rep. had expressed an interest and had been accepted by The NASA Chief Scrutineer.

The NASA Chief Scrutineer enquired if there were any objections to the WW & EM Rep's being appointed as National Scrutineers for 2014.

There were none. - WW & EM Rep's were duly appointed as 2014 NASA National Scrutineers.

The National Scrutineers enquired if the use of delegated powers to the National Scrutineers in the absence of the NASA Chief Scrutineer at any race meeting had been agreed by the Board yet?

Brief discussion followed including reference to issues at SV race meeting and similar event as discussed in 2013.

The NASA Chief Scrutineer commented that the Board were due to discuss this, as even though he was only a phone call away he could not be everywhere at the same time. If at the BAS or UK meetings he was not present and an issue presented itself then the National Scrutineers, if in attendance should have the authority to deal with the issue concerned. Particularly if only one Director was in attendance and could not authorise any action alone.

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, and

assist in allocation of scrutineers to 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 Club Scrutineer DD - duly appointed as the 2014 NASA Team Leader Class 1.

The WW Rep. - duly appointed as the 2014 NASA 'Team Leader – Class 2. (Assisted by S Rep.)

NW Club Scrutineer - duly appointed as the 2014 NASA 'Team Leader – Class 3. (Assisted by S Rep.).

CGTRO Rep. - duly appointed as the 2014 NASA 'Team Leader – Class 4,5, 6 & 7.

CGTRO Club Rep. - duly appointed as the 2014 NASA 'Team Leader – Class 8, 9, & 10. (Assisted by NW Rep.).
Cooper).

Junior Sp. – The EA Club Rep. had expressed an interest and had been accepted by The NASA Chief Scrutineer. The NASA Chief Scrutineer enquired if anyone else wished to be considered. – No one volunteered.

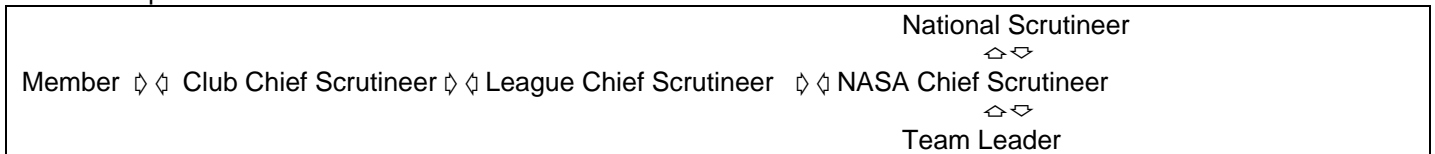
To accept above nominees.

VOTE : FOR

UNANIMOUS - CARRIED

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

c) ELECTION OF NASA NOISE TESTER.

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

The 2013 NT reluctantly declined as he wished to go back to other scrutineering duties at NAC's.

The NASA Chief Scrutineer enquired if anyone else wished to be considered explaining that the duties were mainly at the NAC's. – No one volunteered. Post to be held open.

The NASA Chief Scrutineer had the noise meter and it would be passed to the new tester person.

The WW Rep. commented that SWL Club member may be able to help at the West Wales NAC's this year, as he had previously assisted the previous NT at NAC's.

3. MINUTES OF PREVIOUS MEETING 12/10/13 and MATTERS ARISING:

Page 1 – Roll Cage to Helmet clearance.

The CGTRO Rep. enquired if there was a definitive answer as there were still many vehicles with seemingly low clearance racing?

The NASA Chief Scrutineer confirmed that the measurement must be from the top of the driver's helmet to the underside of the highest roll cage bar. i.e. Any of the rear hoop, front hoop or centre bars. Scrutineers must be prepared to stop vehicles with low clearance racing. Being tough will eventually get message across to competitors and constructors that the clearance must be complied with.

Brief discussion followed regarding methods competitors allegedly use to hide low clearance by slouching etc; situation at 2013 NAC's regarding vehicle stopped from racing due to helmet touching roof. Safety checking of clearance, tightness of helmets and harness on start-line prevented in 2013 – should be re-instated as it would have prevented incorrect vehicles and competitors with loose or incorrectly fitted helmets racing.

The Scrutineers Sec. commented that he had had to, when returning a helmet that had flown off, show a junior competitor how to correctly fit a helmet strap through the links to ensure tightness instead of only using popper as the person had thought. Parents should have done this before racing.

The NASA Chief Scrutineer commented that he would raise the re-instatement of start-line checking by scrutineers at Board.

Page . 2. – Specials – Front bars.

The Sp TL enquired if the SC12 vehicle had attended the Autosport Show.

The NASA Chief Scrutineer confirmed that No. it had not. The non-compliant bars were still being changed, re-routed and corrected.

Page 3 - i. Roll cage minimum thickness.

The NY Rep. enquired of current situation as there seemed to be mixed messages regarding floor frames.

Brief discussion followed including reference to methods of floor frame construction. Situation for unmodified classes being different for modified classes. Different floor shapes – standard floor pans to flat replacement floors.

The NASA Chief Scrutineer enquired of views of those present for 2015:

Floor frame bars (Outer sill bars and front cross bar) to be minimum 30mm box, 32mm round. Floor frame cross bars to be minimum 25mm round or box. (Rear bar sizes remain as in 2014 – 1 & 2 = 32mm. 3, 4, 5, 6, 7 = 38mm.).

VOTE : FOR UNANIMOUS - CARRIED

The NASA Chief Scrutineer commented that he would raise the matter at Board.

The NASA Chief Scrutineer confirmed that for roll cages in Classes 1,2,3,4,5,6 & 7 the box section tube used must be of stated size and be manufactured in accordance with the relevant B.S. e.g. For 30mm the box size must be 30mm and the wall thickness 3mm +/- B.S. limits. If the thickness is below 2.7mm then it is non-compliant.

Page . 3. – iv. Noise – Lowering of NASA Limit.

The CGTRO Rep. enquired of current situation.

The NASA Chief Scrutineer commented that this was still being considered by Board.

There are concerns regarding the current testing process. Not all competitors are as co-operative as they should be. Some allegedly try to disguise the true “Rev-counter” reading by claiming say 5000rpm is a higher rpm than it is e.g 7000rpm. This especially if noise tester cannot see the vehicle rev-counter and relies on competitor.

A solution may be a “Plug-in” module that is provided by NASA (Cost less than £4 & sent out with licence) and mandatory for all cars. The module then sends a signal to the tester that indicates the true rpm and decibel level can be accurately shown.

Page . 8. - Class 1. - Rear bulkhead – Speaker holes -

The WML Rep. enquired if the two small standard holes must also be filled in?

The NASA Chief Scrutineer confirmed only speaker holes and large centre hole.

Page . 9. - Bonnets & Boots – Skinning.

The WML Rep. enquired if bonnets and boot lids could be skinned for 2015. The availability of replacement items is getting worse and cost are rising. Trying to straighten out the strengthening webs and fitting to a new skin is difficult.

The NASA Chief Scrutineer confirmed that there was no support for this rule change. Therefore for the skinning remains not permitted.

No other matters arising.

PROPOSED: EM Rep.

SECONDED: CGTRO Rep.

That the minutes be accepted as a true record.

UNANIMOUS

4. CORRESPONDENCE:

a). Class 4.

The NASA Chief Scrutineer explained that 3 items of correspondence had been received, Two via –mail, other handed in today via Mr D.H.(Dir.), all regarding Class 4. Therefore they will be discussed together. The Scrutineers Sec. read out précis of letters.

1. Kent League. E-mail via C. Scrutineer. - Permitting of 4valve cylinder heads to original 2v engines. Wish to propose this due to 2v engines becoming uncompetitive. The costs of replacement full race heads are comparable and some engines have 4 valve upgrades of original 2v engines.
2. L.W. - M40 – e-mail.

Opposes the Kent league view of replacing 8v heads with 16v heads. This due to cost as Kent proposal only mentions head cost not total cost of upgrade involving pistons, rods, cams, etc. This would make Class 4 even more expensive.

Proposes that all 16v engines be limited to 1,000cc.

3. R.G. – letter handed in by Mr D.H. (Dir.).

Opposes the Kent league view of replacing 8v heads with 16v heads.

Comments whether views presented on behalf of Kent league are allegedly genuine or personal to scrutineer.

This due to:

Allowing 16v heads may introduce use of motorcycle head/components.

Cost as Kent proposal only mentions head cost not total cost of upgrade involving pistons, rods, cams, etc.

The total cost of a conversion using a KAD mini components including, head, fuelling (ECU throttle bodies), manifolds, piston, rods could be £10,000+ without labour.

Proposes that:

Remove 16v engines from class or restrict cc to say 1,000.

Allow a 16v head only from original vehicle manufacturer.

Allow any engine and gearbox from original manufacturer to be fitted anywhere in bodyshell with unlimited modifications. i.e. allow a FWD to be converted to RWD.

The Scrutineers Sec. provided background information of reasons for current Class 4 restrictions. Class 4 originally a limited modified class, but had progressed over 30+ years into the modified class it is today. Engine & cylinder head rules introduced originally to prevent in a predominantly Mini class, the use of then expensive components such as Mini 8 port heads, alloy heads, motorcycle heads, modified BDA heads as used in circuit racing, downdraught heads. i.e. any head other than a modified from standard (porting & increase valve sizes) easily available Mini head. (The same then applied to the Imp vehicles).

The 1130cc limit (raised from original 1,000cc) already applies to all Class 4 cars whether 8v or 16v. So you can already use a below 1130cc 'K' (Only in Rover Metro/100 car not Mini) series-K16 engine or a Peugeot/Citroen 16v engine in the appropriate vehicles.

The NASA Chief Scrutineer commented that the Micra vehicles when checked after 1st win at NAC's were originally below 1,000cc and have only had a re-bore since. The conversion of FWD to RWD is already prohibited as discussed in 2013 and will not be re-visited to change. Only original RWD vehicles can be used with engine in original engine bay. Also if any changes are to be made to the class overall it would be better to make it a FWD only class as the overall majority of cars racing are FWD and this would stop on track incidents due to different cornering techniques of FWD & RWD.

Discussion followed including reference to. Cost. Too late to change. Mini vehicles ceased production in 1992. Natural progression of other cars. Want to move class on. Use of newer vehicles to be encouraged. Plenty of standard below 1130cc 16v engines now available for use in Class 4 (Metro/Rover 100, Micra, Yaris, Peugeot, Citroen and others). Success of current Micra cars not purely due to engine – chassis construction & performance and good driving also involved. Restricting to 1,000cc will not permit any overbore. Should be leave cc as is. The EM Rep. commented that the class is fine as it is. No need to change it.

The NASA Chief Scrutineer requested that the following be taken back to leagues for discussion.

1. Allowing use of non standard 16v heads to be fitted to an 8v engine.
2. Limit all 16v engines to 1,000cc

b). e-mail - Request to run experimental 1.4 16v in Stock hatch.

The NASA Chief Scrutineer confirmed that this was a matter for the Stock Hatch Steering Committee, not this meeting.

The NY Rep. confirmed that 1.4 16v vehicles were not permitted in Stock hatch at present.

The e-mail correspondence was passed to NY Rep. for SHSC action & reply.

c). e-mail T.O'R. – Clarification of use of longer suspension arm and method of “Boxing in” with steel.

The NASA Chief Scrutineer confirmed this had already been dealt with and is mentioned only for information purposes.

d). MAP League – e-mail –Clarification of items.

1. Class 8 – cc limit - Method of achieving compliance.
Can a 1200cc engine be modified to become a 1349cc engine.
Can a 1400cc engine be de-stroked to below 1350cc.

The MAP Rep. explained that a number of engines were now available of between 1352cc and 1400cc. Can these be de-stroked using say 1200cc parts to comply with cc limit? Also vies-versa a 1200cc engine re-stroked/over-bored to say 1300 or 1349cc.

Discussion followed including reference to. Car engines method is free e.g. the X-flow 1600cc could be brought down to 1400 by change of crank, rod and pistons. Does same apply to motorbikes? The only limit is on cc. No specific engine is prohibited from actually racing other than if it is standard at say 1352cc and remains at 1352cc. Rumours of above cc engines already being used – 1360, 1396, 1475, GSX-R Hayabusa's.

It was agreed and The NASA Chief Scrutineer confirmed that the cc limit is 1350cc, how that is achieved is up to engine builder. The changing of crank, rod, and pistons to achieve a cc of below 1350 is permitted.

The NASA Chief Scrutineer, in view of the class being completely a motorbike engined class agreed to raise at Board the possible increasing of cc from 1350 to say 1355cc.

2. Class 7. – Floor frame strength.

A collision had resulted in deformation of the front of a floor frame and due to the driver depressing clutch with leg fully extended to keep engines running, the driver had sustained a fractured leg. It has been noted that in recent collisions the front bar of the floor frame has deformed on several vehicles. Would the insertion of an additional bar at right angles to the front floor frame bar running rearwards to the centre of the cross bars need to be fitted to provide strength?

The MAP Rep. provided background information on incident and photographs that were passed around.

Brief discussion followed including reference to. Floor frame construction permits fitting of additional bars. Fitting this additional bar may help prevent distortion, but may increase shock load due to non deformation and absorption of stress loadings by frame.

The NASA Chief Scrutineer agreed to raise at Board.

e). **e-mail – Southern League.**

1. Door numbers – Permitted angle and gap between numbers.

The S Rep. explained that a number of vehicles were placing the whole ID at a angle instead of horizontal. Is there a limit to what is acceptable? Also a small gap between numbers/figures. A photograph was passed around.

Brief discussion followed including reference to. Different styles used by competitors. Angles ranging from slight to 45 degrees. Lap scorer's difficulties in reading them. Some clubs/Leagues refuse to lap score certain extreme styles of ID. This then ensures competitor corrects the style to comply with rules.

It was agreed that a slight angle only is acceptable. The gap between numbers/figures must be as rule book.

2. Specials – radiator location.

The S Rep. enquired if the radiator be fitted forward of the front face of the rear roll cage hoop and behind driver seat? The S Rep. explained that the rule wording and drawing – Fig. 18 on page 65 can be interpreted differently.

The NASA Chief Scrutineer commented that this had been discussed at Board and not wanted.

Brief discussion followed including reference to. Safety concerns. Constructors trying to fit items into smaller chassis. i.e. building car and then trying to fit things into small spaces instead of designing correctly. Alternative locations of radiators that complied with Fig. 18. Sketch on display board.

It was agreed that the drawing took precedent. Therefore the radiator must remain to the rear of the front face of the rear roll cage hoop. The Scrutineers Sec. (Sec.) agreed to amend rule wording to remove any ambiguity between wording and drawing.

3. Micra/Junior Special Check sheets.

The S Rep. explained that League would like copies for use at pre season checking.

The Scrutineers Sec. (Sec.) commented they were originally on website and e-mailed to the 2013 scrutineers, but he would send them via e-mail to League.

- f). **Class 2 – B.E.** - letter handed in by League Rep. - Request to run an experimental vehicle. B.E.(SP5) requests to build a Polo 1.4 16v or a Fiat Punto 1.0 16v as experimental vehicles. The bodysell will be as current Class 2 rules but fitted with complete standard 16v engine , gearbox and running gear. Class 2 is currently a 2 car class and needs moving on.

The NASA Chief Scrutineer invited comments.

Discussion followed including reference to. Newer cars need to be tested for comparison. B.E. raced in Class 2 for years and would provide a good comparison due to driver experience. Experiment vehicles do not qualify for points/prizes and could be stopped at any time. No objections raised.

The NASA Chief Scrutineer confirmed that permission would be given with experimental number issued and also the paperwork for race reports etc.

No other correspondence received.

5. JANUARY 2014 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

The Scrutineers Sec. (Sec) explained that there were sets of the 2014 Rule Books available for collection. However he was short of Class 3 and Junior Specials so there were a limited number of full sets available. – Issued during meeting.

a. Class 1 & 2

i. Experimental vehicles / trials

The NY Rep. explained that his Class 2 Peugeot vehicle was delayed, but will progress soon.

Class 1 Nissan Micra and Toyota Yaris - Door skinning

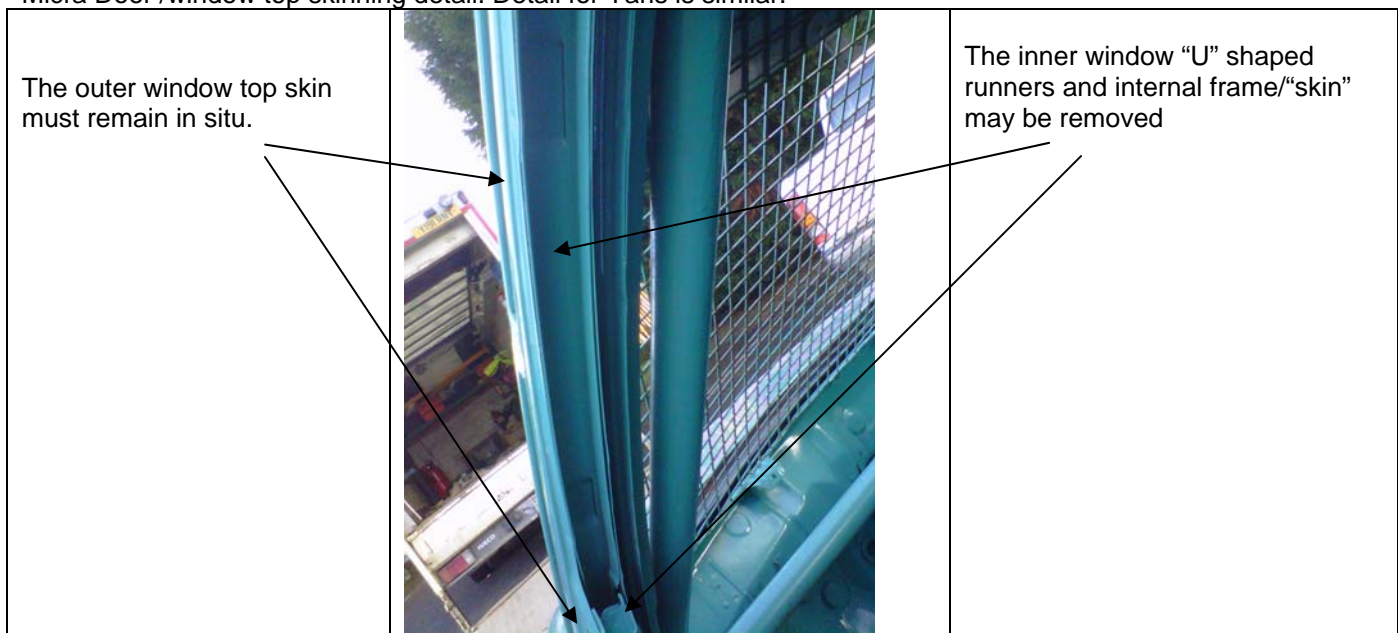
The NASA Chief Scrutineer explained including reference to background that the Board had agreed to permit the skinning of the front doors for these vehicles.

For a 2/3 door model: The nearside and offside front doors - The front outer door skin including window tops must be complete, any inner part of the door including window runners behind the window tops may be removed. i.e. they may be “skinned”.

For a 4/5 door model: The nearside and offside front doors - The front outer door skin window tops must be complete, any inner part of the door including window runners behind the window tops may be removed. The rear doors must remain as original. i.e. not “skinned”.

The door hinges may be retained or removed but if removed must be replaced by a flat metal tag to enable connection of skin to door post.

Micra Door /window top skinning detail. Detail for Yaris is similar.



b. Tyres. - Update.

The Tyre Co-ordinator & EM Rep. provided tyre update. – All as previous meeting.

Edge Tyres – 145/80 R10 Edge RF1 M & S

The NASA Chief Scrutineer showed an example of this tyre, as used in quad racing. It is road legal “E” marked and DOT. The tyre tread is similar to the Hakka 2. The tyre is less costly than RB1 and now available for Mini’s. It could be used to equalise the using of the 13” Hakka 2 by other Class 1 vehicles.

All examined it and the NASA Chief Scrutineer invited comments.

Discussion followed including reference to. History of Hakka 2 tyre. Tread block size and gap size. If not permitted should Hakka 2 then be banned from Class 1. Its permitting addresses complaint by Mini competitors about lack of tyre choice.

The NASA Chief Scrutineer requested a vote on its use.

VOTE : FOR 15 AGAINST 0 ABSTAIN 1 - CARRIED

The NASA Chief Scrutineer will report this to Board.

c. Class 1 & 2 – Bodyshell conversion 4/5 door to 2/3 door (Prohibited)

The NASA Chief Scrutineer explained and reminded all that for any vehicle it must remain of the type of bodyshell it was originally manufactured.

The conversion of a 4/5 door into 2/3 door and vies-versa is prohibited.

The conversion of a van or commercial vehicle to a saloon is prohibited.

d. Chief Scrutineers Report.

The NASA Chief Scrutineer confirmed that all matters that he wished to raise had already been dealt with either under the introduction, correspondence or tyres.

e. Class 4 – Cylinder Heads.

The NASA Chief Scrutineer confirmed that all matters had already been dealt with. – See Correspondence.

d. Rules Clarification requests from League C. Scrutineers.

Class 1. – Micra – Use of 14” wheels.

Can 14” wheels be used, as some models were fitted with them?

It was explained that the TSD only lists 13” wheels.

The NASA Chief Scrutineer requested that more information be sourced and that this be discussed at League.

Class 2. – Radiators.

The CI2 TL expressed concern regarding the trend for larger sizes of radiators. Whilst commercial/van radiators are prohibited some radiators are questionable. Was it time to restrict the use of non-standard radiators?

The NASA Chief Scrutineer commented that the use of 2 or 3 core radiators are permitted, however the situation is causing concern and asked that this be monitored in 2014 with a view of further action.

Class 2. – Grilles. Can original grille be replaced with alloy panel? -- YES.

Nuts & Bolts - Can alloy nuts & bolts, including locknuts and wheel nuts be used? -- No all items must be steel.

Class 4, 5, 6, & 7. – Bodyshell conversion. Can a mini saloon be converted to a Mini Pick Up?

As all panels needed are available as proprietary items then YES.

Class 4, 5, 6, & 7. – Battery Location. Can the battery be fitted in front of the suspension cradle?

YES – Provided the front of the battery box is to the rear of the front of the front tyres.

Steel Floor - Holes

The MAP Rep. enquired if a component could be bolted through the floor. i.e. if a component had a mounting bar fixed to the chassis and touching the floor could the fixing bolts pass through both the mounting bar and steel floor? Would the two say 10mm bolt holes count towards the permitted maximum number of holes.

Following discussion it was agreed that as the bolts fill holes concerned and thus no open orifice remains items may be fitted as described.

However mounting components direct to floor without any chassis connecting bar is not permitted. (Note the bar must be capable of supporting component on its own, not just for "Show").

Flywheel protection. – Location.

The NY Rep. enquired if this plate can be engine/gearbox or bulkhead mounted.

The NASA Chief Scrutineer confirmed that it may be either engine/gearbox or bulkhead mounted.

Towing Eyes. – Increase in minimum size.

The MAP Rep. enquired if the minimum size can be increased as at present the rules state only a maximum of 50mm diameter. Some competitors are fitting unusable small diameter units.

Brief discussion including reference to. Types used in other short circuit racing. Sizes in use. The CGTRO Rep. requested that either a web stop or chain also be permitted.

The NASA Chief Scrutineer requested that this be discussed at League with a view to amending sizes and type.

Bulkhead panels.

Where the original bulkhead panel has been removed, can the replacement panels be bolted to the supporting bars?
- YES.

6. JANUARY 2015 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

2015 Rules.

1. Amend Class 1 rule wording regarding Micra & Yaris door skinning and window runner skinning – 1st Draft

Nissan Micra 998cc 16v. & Toyota Yaris 998cc 16v

Door tops (Window Frames):

The outer window top skin must be retained and remain in situ.

The inner window "U" shaped runners and internal frame/skin may be removed.

2. Amend Specials radiator rule wording – 1st Draft

22.7 Where the radiator(s) is/are fitted behind or to the rear of the driver, it (they) must be to the rear of the front face of the rear roll cage upright, and be below the top face of the rear brace bars and be within the shaded area shown on Fig.18. It must be beneath the line, drawn between A (The centre of the axle) and B (The top of the rear hoop). Or, if fitted outside this line, the top of the radiator must not exceed 2ft 0" (840mm) from the ground, or 6" (150mm) above the top of the rocker cover, whichever is the higher. (See Rules 22.8 & 22.13).

22.8 Radiators fitted at the rear of specials must also have radiator protection bars fitted. (See 22.13).

Note. Rear brace bars may suffice as protection bars if they are above the radiator.

22.13 Radiator Protection.

Where radiators are fitted at the rear of Specials, and are to the rear of the rear brace bars it (they) must be within the shaded area as shown on Fig.18. and be fitted such that they are with 1metre (33") of the ground when vehicle at standstill. If it (they) protrudes either beyond the rear brace bars or main chassis, for safety and protection of following competitors, the radiators must be adequately protected, with a framework consisting of a minimum of 1" (25mm) box or 1¼" (32mm) circular/tubular. (See Fig.18).

3. Amend towing eye wording – 1st Draft.

Towing Eye.

The fitting of a 'Towing Eye' at the front and rear of the vehicle is mandatory. Maximum Specified metal 'Eye' diameter is 50mm. For other materials a minimum 50mm, maximum 100mm "Loop" is specified. The 'Towing Eye' must not protrude beyond the vehicle bodyline. 'Towing Eyes' and 'Towing Eye fixings' that are excessively sized or that can be regarded as 'ballast' or 'protection' are prohibited. The original standard production item may be retained or removed or bent downwards so as not to protrude beyond the bodyline

4. Revision of format as per Board instructions.

7. ANY OTHER BUSINESS:

NEC Show. – Cars without roof ID.

Concern was expressed that some vehicles did not have the mandatory roof ID at the show.

The NASA Chief Scrutineer confirmed that only two cars were given permission to be on display without the "Roof ID" due to a memorial mural on roof that would have been obscured. The others had not. However the vehicles were only display vehicles and would be required to fit roof ID fins before actually racing.

Roll Cage - Ultrasonic tester .

The MAP Rep. provided details of a cost effective tester available at a cost of approx £300, from ATP Instrumentation. - ATP – RS 232 (MTD-225). This may be an alternative to the NASA machine. One could be initially purchased to test it out and more obtained later.

The catalogue was passed to L.E. (Dir.) who confirmed matter would be raised at Board.

2014 National Championships.

Scrutineer meeting June.

The NASA Chief Scrutineer explained that would also like this year, to see more scrutineers attending meetings, especially the June meeting before the NAC's. The low attendance in 2013 was disappointing as it prevented correct discussions of issues concerning the NAC's and scrutineer allocations to each class.

Welding Bay.

The NASA Chief Scrutineer explained that for the NAC's the "Welding Bay" is primarily there for repairs to vehicles after any on-track incidents. It is not there to rebuild bars and or sort out non-compliant issues resulting from pre-race scrutineering.

General info.

The WW Rep. confirmed that: The meeting will be at the 2002 site, not far from the A477 Sageston roundabout.

They as hosts would be providing the "Bay 1" – Brake/Safety check personnel.

Trades persons & stands access to the site will only be permitted from Wednesday morning. Persons concerned are advised that any attempt by non-genuine trades and or stands persons to enter the site before this time and date will be refused.

Camping.

Due to "Planning permission difficulties" access to the site by competitors and campers will only be permitted from 15:00 on Thursday (See website: www.2014nationals.co.uk). Persons concerned are advised that any attempt to enter the site before this time and date will be refused.

Trackside Restrictions – Gazebos.

The use of gazebos, tent type windbreak/shelters is not permitted in the spectator areas along the start-finish straights.

Post-race Checking of vehicles.

In view of persistent rumours of "oversize" engines in existence Class 8 specials and other modified cc limit classes will be subject to a bore/stroke check. Qualifying competitors are on notice to provide necessary tools.

E-Mail – NASA Contacts.

The Scrutineers Sec. (Sec.) explained that NASA were providing a list of e-mail contacts that will be displayed on website. This to help in communications within the sport. The e-mail address format is as follows:

firstname.lastname@national-autograss.co.uk

The firstname.lastname part is to be substituted by name of person who is to be contacted.

Also please could those League scrutineers that have not yet done so provide him with their email contact so that minutes and other information can be sent.

Meeting Closed 3.30pm

Note

Next meeting – Secretary unable to attend therefore "Volunteer" required to assist NASA Chief Scrutineer in taking minutes etc. Scrutineers Sec. will provide a minutes base "Template" to assist note taking.

“Orange” “Official” scrutineers jackets

Not all “orange” “official” scrutineers jackets have been returned to The Scrutineers Sec. 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 may be charged a certain sum of money and the jackets confiscated.

2014 National Autograss Championships

**St Florence.
Nr Tenby, Pembrokeshire
SA70 8SY
www.2014nationals.co.uk**

1st 2nd & 3rd August 2014.

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)

2014 Ladies & Junior National Autograss Championships

**Magor Raceway. Nr
Newport, Monmouthshire.
NP26 3RA
www.2014nationals.co.uk**

29th 30th & 31st Aug 2014.

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)

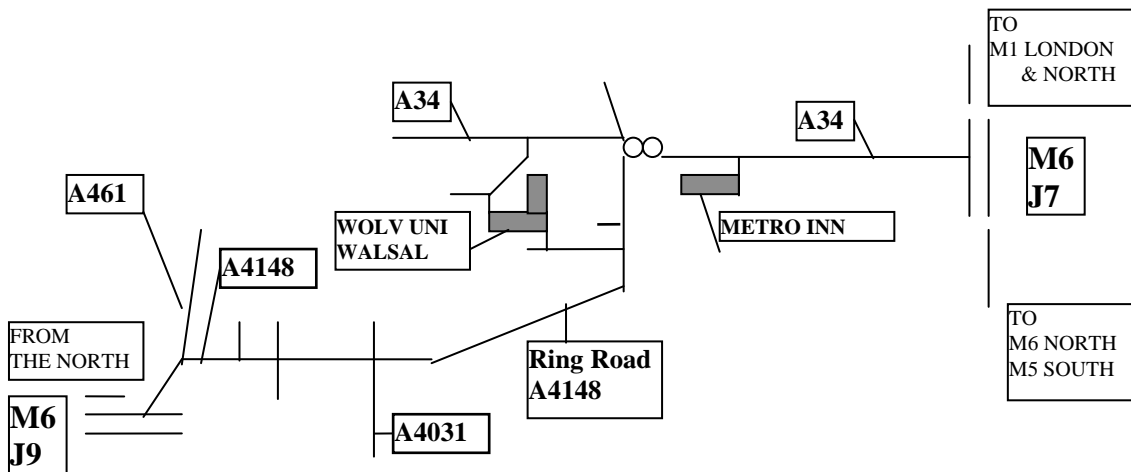
NOTE:

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 2014 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**
Metro Inn, Birmingham Rd, Walsall WS5 3AB

SATURDAY	12 th APRIL	2015 Rules - Draft
SATURDAY	28 nd JUNE	NAC's & Training
SATURDAY	04 th OCTOBER	2015 Rules -

NASA AGM 24 November 2013



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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