

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S2MIN0415/RS/GIJ

SUNDAY, 11th APRIL 2015 - 11.00 am

METRO INN, Birmingham Road, Walsall WS5 3AB.

Present

C. SCRUTINEERS	No.	LEAGUE	SCRUTINEERS CLUB
Y	16	CGTRO(LINCOLN)	ST
*	25	C. SCOTLAND	SW
+Y	14	EAST ANGLIA	W
Y	01	EAST MIDLANDS	
*	11	ESSEX	
Y	24	FENLAND	
*	02	GLOUCESTER	
*	18	KENT	
Y	07	MIDLAND AP	
Y	09	NORTH WESTERN	
*	21	NORTHERN IRELAND	
*	10	NORTH YORKSHIRE	
*	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 Deputy Chief Scrutineer.
NASA Director – Scrutineering.
NASA Scrutineers Secretary.

APOLOGIES: EA Cs, NY Cs, TD Cs, WW Cs. CI1 Cs

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

**ASSOCIATION OF
AUTHORISING
BODIES**

Office: 46 Brookside, Alconbury, Huntingdonshire PE28 4EP
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1. **INTRODUCTION.** – The Deputy chief scrutineer welcomed those present.

2. **MINUTES OF PREVIOUS MEETING 15/02/15 and MATTERS ARISING**

Page 3. – Kill Switches.

The CGTRO rep. enquired of the situation.

VM (Dir.) explained that competitors have visited a sprint meeting in USA to glean information regarding the brake type units that are seemingly operated via brake pressure. More information is awaited.

Discussion followed including reference to. Form of testing trials – during race or on a track test day. Dummy fitment to check operating system. Methods of fitment and use.

VM (Dir.). To follow up and report.

Page 5. Cylinder Heads - Thickness.

The Y rep. commented that so far several had been checked and all different. More were needed to be checked to obtain a sensible measurement figure.

Page 5. Yaris Wheels – 14”.

The WW Rep. commented that he had been informed that 14” wheels were only available as an optional extra. Is this the case?

The Scrut. Sec. explained that this was not correct. The wheel size varied between models.

He showed a genuine Toyota sales brochure for the Yaris that confirmed 13” steel wheels were fitted to ‘S’ models (3dr). 14” steel wheels fitted to ‘GS’ and ‘GLS’ models (3 & 5dr) (Alloy 14” being optional extra). 14” alloy wheels fitted to ‘CDX’ model (3dr). It should be noted that all models have same engine. The level of trim and accessories varies between models.

Page 6. – Triangulation bar.

The CGTRO rep. enquired as to how straight the bar must be and the amount of bend permitted.

VM (Dir.) explained that as discussed at previous meeting the major part of the bar must be straight; however a small bend at each end to allow for welding to attachment bars is permitted.

Page 7. – Rear Cross Beam.

VM (Dir.) confirmed that the rear beam must be a minimum of 38mm diameter as rule book. The roll cage uprights must join on to it.

Also if in a situation an existing car is found to have a 32mm bar rather than cut it out and replace with 38mm, the addition of another 32mm bar is acceptable as a temporary measure until the vehicle is rebuilt.

Page 9. – Class 1 Electronic Ignition Trial.

VM (Dir.) explained that the trial is continuing one vehicle has had it fitted and no power or speed advantage found. Another vehicle is to be sourced for fitting and comparison.

No decision is to be made yet regarding any timescale for acceptance/introduction.

There were no other matters arising.

PROPOSED: SW rep.

SECONDED: EA rep.

That the minutes be accepted as a true record.

UNANIMOUS

3. **CORRESPONDENCE:**

The Scrut. Sec commented that none had been received prior to the meeting. Were any to be handed in?

– There were none.

4. **JANUARY 2014 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS**

a. **Class 1 & 2.**

Experimental vehicles / Trials.

Class 1 Electronic Ignition Trial. See Matters arising.

Class 2 – VW Polo

VM (Dir.) explained that the trial had been temporarily stopped.

The vehicle needed checks and amendments and once done would continue. As the engine was a 1.4 multipoint injection type a restrictor had been placed into the air box.

Brief discussion followed including reference to. The vehicle was seemingly very quick. A 8v unit or 1.2 16v engine would be more relevant. Trial paperwork allowed for refusing vehicle at end of or part of the experimental period.

Class 2 – Fiesta

VM (Dir.) explained that the trial had been temporarily stopped. The car had raced before any inspection had taken place.

The vehicle was due to be inspected by the Experiment Coordinator, however this is proving difficult to arrange as the driver is seemingly un-cooperative. Costs involved in taking car to agreed inspection point appear to be an issue. Despite experimental conditions stating driver must co-operate and comply with any NASA requirements. The vehicle now cannot be raced until this is resolved and car inspected.

b. Tyres

Tyre Update.

The EM rep & Tyre Coordinator explained that situation was mainly as at previous meeting. Treadex tyres an existing "option B" (Kingpin & Technics) supplier had expressed an interest in becoming a "option A" supplier.

Brief discussion followed including reference to. Application procedures. Tread, compound and cost requirements.

The EM rep & Tyre Coordinator to investigate past procedures & liaise with VM (Dir) to update them.

c. Chief Scrutineer Report.

Class 6 - Allegro P3EM

VM (Dir.) outlined the recent events regarding this vehicle. The original vehicle had been an allegro saloon bodyshell placed upon a space-frame chassis that was compliant. It had been re-shelled for 2015.

Once the non-compliance with the rules regarding re-shelling choice of bodyshell had been noted; NASA after investigation and consideration had issued a statement that the vehicle is permitted to race for 2015.

General discussion followed including reference to. The constructor was seemingly into retro type cars and wanted something different. The estate bodyshell had been purchased at very low cost via eBay. Upon investigation the vehicle was described as an estate in all reference books and not as some other vehicles are as a 3 or 5 door hatchback hence not permitted. It was only in production for a short time. Agreement with decision to permit for 2015. This is not a method of permitting non compliant vehicles by build first then check book. Only applies to this particular P3EM vehicle. The initial negative and or abusive Facebook comments being replaced with positive ones once statement issued. NASA website overview states any shell, but rule book restricts choices. Website overview to be changed to minimise confusion. Abuse via Facebook should be dealt with.

VM (Dir.) explained that the Board will consider the situation further before deciding regards 2016.

The Facebook abuse by competitors/members would also be dealt with under disciplinary procedures where applicable.

Note.

Where unusual or retro vehicles are to be used as a base for construction of a race car then it is advisable to check with a scrutineer first before construction. NASA has access to reference books and technical information to check for compliance etc.

Junior Specials.

VM (Dir.) explained that there were no major issues regarding these vehicles.

However the tie bar locations were seemingly beginning to creep forward resulting in non-compliance.

The rules clearly state that the centre of the ties bar bush must be to the rear of / not further forward than the rear face of the rear roll cage upright.

Special No T909 is in contravention of this rule and must be stopped from racing until it is compliant.

The Scrut. Sec commented that there may be other vehicles affected (both bought and home constructed) and it is better to address this now rather than be found at any BAS/UK or L & J Nationals where such vehicles would not be permitted to race. Driver and family disappointment and upset would then be minimised.

National Championship Qualifiers & L & J Entrants.

VM (Dir.) explained that the Chairmen's meeting will be advised that clubs & leagues must be more responsible for compliance checking of cars that have qualified etc.

All vehicles would have raced previously and been checked by club/league scrutineers several times. No vehicle should fail at nationals.

If they do it shows scant checking at previously attended club, league and other large championship race meetings. The situation where NASA scrutineers are blamed for failing cars at the national championships must end.

The Scrut Sec commented that the pre-season checklist is available via NASA website. This could also be used as a pre nationals check sheet as one is based upon the other.

Class 3. Rear Floor & Suspension components.

VM (Dir.) explained that in the rules and overall spirit of the class all vehicles must have a rear floor that includes the rear wheel arches. The suspension components, axle, driveshafts, wheel and tyres must not be visible from inside the vehicle. Suspension link bars must be boxed in to stop potential injury to driver in event of breakage etc.

For RWD conversions. – The original floorpan to the rear of the driver's compartment may be removed and replaced with a substitute metal non-original (1mm thickness) floorpan that follows the profile of the original floorpan. It may end at a point that is at the rear body. It must include inner wheel arches to cover wheel/tyres. The Figure 1j shows guidance information.

For FWD conversions. – The original floorpan to the rear of the driver's compartment may be removed and replaced with a substitute metal non-original (1mm thickness) floorpan/floor that covers all the above items. It may end at any point that is at or below the rear window aperture. It cannot be any higher than the window apertures. It must include inner wheel arches to cover wheel/tyres. See page 24. Rule 2.7 inc. Note iii. The Figure 1k shows guidance information.

VM (Dir.) explained that there are a few vehicles recently constructed (Some showed at NEC) and existing that are non-compliant with this. They must be corrected as soon as possible as they were beginning to be copied.

Rear Bumpers.

VM (Dir.) explained that the placing of bars directly inside and virtually touching the side/rear panels is not acceptable as it is seemingly being used for reinforcement/protection.

Also where a fabricated steel bumper is fitted it is not permitted to fit additional bars inside or adjacent to the bumper. Where this and multiple bars or oversized bars are found they will be regarded as ballast which is not permitted. Such bars must be removed.

Class 3, 4, 5, 6 & 7. — Location of bars.

VM (Dir.) explained that the placing of spaceframe bars directly inside and virtually touching any part of the bodyshell particularly the side/rear panels is not acceptable as it is seemingly being used for reinforcement/protection.

Where multiple bars or oversized bars are found they will be regarded as ballast which is not permitted. Such bars must be removed.

Roll Cages.

VM (Dir.) explained that a draft statement regarding tolerances allowed in the roll cage rules was to be given at the chairmen's meeting.

Clarification (Draft)

NASA's basic specification for tubular roll cages requires the use of steel tube, minimum outside diameter 1¼" (31.74mm) with a minimum wall thickness of 2.5mm. To allow for manufacturing tolerances in steel tube, the regulations for 2015 states that the ABSOLUTE MINIMUM wall thickness at any point must be 2.3mm.

It is clearly stated in the regulations that the tolerance is only allowed to take account of local variations in the material used and that it is NOT permitted to construct a roll cage from material specified at under 2.5mm wall thickness.

It is stated that every bar in the roll cage must, at some point, measure 2.5mm or above. However, practical experience has now proved this last requirement to be impractical to verify in every case. Therefore the spirit and intention of this rule will be enforced by taking measurements throughout a roll cage and, if there is evidence that the material used is entirely below the required 2.5mm wall thickness, or if at any point the wall thickness is found to be below the absolute minimum 2.3mm, the cage will be deemed non compliant and the car will not be permitted to race.

A similar approach will be applied to the alternative material allowed in NASA regulations; i.e. 30 x 30mm x 3mm thick box section steel.

General discussion followed including reference to use of testing machines. Current locations of NASA machines – Mr V. Mackenzie has one other with S. Bentley. Additional machines or lending out to be discussed at board.

Use of destructive stickers (types that destroy when attempts made to remove them) to show testing done and compliance to be investigated.

VM (Dir.) explained that its purpose is to remind all that under spec roll cages are not permitted. Also that care must be taken in choosing the correct sizes.

If cages do not comply then vehicle concerned cannot race.

VM (Dir.) explained that the floor mountings must be as rules. A recent situation had come to light where the uprights were set back from "A" posts and not vertical. The cage concerned was being amended to comply.

Photos of cage were passed around.

Log Book – Safety Cell Inspection.

VM (Dir.) explained that this is being considered for driver safety cell matters and showed a draft.

The document will be such that an inspection is carried out and defects or non compliance issues noted. Once these had been rectified and the vehicle compliant the document will be duly completed with vehicle (including photographs) and competitor details.

There will be a requirement that any changes including repairs after incident or further modifications carried out to the vehicle will be reported and a new document issued.

Failure to comply will result in disciplinary action.

Copy of draft was passed around for info.



NASA Vehicle Safety Cell Inspection

Issuing Scrutineer:

NASA Class:

Race Number:

Date Issued:

Vehicle Identification Number:

THE ORIGINAL OF THIS DOCUMENT WAS COMPLETED BY A NASA RECOGNISED SCRUTINEER OR REPRESENTATIVE IN ACCORDANCE WITH THE APPROPRIATE RULE BOOK FOR CARS TAKING PART IN NATIONAL AUTOGRASS EVENTS.

THIS DOCUMENT CONFIRMS THAT AT THE DATE OF INSPECTION, THE SAFETY CELL OF THE NAMED VEHICLE APPEARED TO BE ELIGIBLE TO COMPETE IN NASA SANCTIONED EVENTS AND MET ALL CONSTRUCTION, DESIGN AND MATERIAL REQUIREMENTS.

The vehicle owner acknowledges that it is their responsibility to inform the governing body of any and all adjustments made to the safety cell of the vehicle photographed. If any structural repairs are undertaken due to modification or accident repair the scrutineer who did the initial log book inspection must be informed. Failure to do so will result in disciplinary action.

PHOTOGRAPH

Original Chassis/ safety cell manufacturer:

Bodyshell type (if applicable):

Engine Type & Quantity:

Additional information:

Date:

Signature:

Brief discussion followed including reference to. Random checking still possible. Database controls. Everything would have to be compliant before issue. Situation regarding non-compliant cars to be sorted.

VM (Dir.) explained that this would enable pre-race scrutineering to be carried out in a simpler and quicker method and time.

d. Rules Clarification requests from League C. Scrutineers

Class 4, 5, 6 & 7. – A35

The Dcs confirmed that the A35 is not permitted in these classes. - The use of an A35 is only permitted in class 3.

Mini Traveller vehicles – Class 5 & 7.

VM (Dir.) explained that such RWD mid/rear engined vehicles must be fitted with rear doors as rule 2.8.

Brief discussion followed including reference to. Original manufactures option of a single side opening door. Whether door/window tops are required.

It was agreed that the window tops could be retained or removed. A lower rear door or equal replacement steel panel similar to "pick-up" vehicles was acceptable.

Class 3, 4, 5, 6 & 7.Rear beam.

Is rear beam required if the original floor remains untouched and is complete?

No - the rear beam must only be fitted if the floor is not complete or has had repairs.

Roll cages – Floor plate location.

The 18" centres rule – Is it the bolt holes or plate centre?

Brief discussion followed.

VM (Dir.) confirmed that each roll cage upright must have a fixing point under it.

The rules state centre of plate.

Ideally there should be a plate under each foot and then other plates added to suit the 18" measurement.

Roll cages – Optional Bars

The Y rep. enquired if these must be roll cage material compliant.

VM (Dir.) confirmed that they must be roll cage material compliant.

Roll cages – Safety bar

The CGTRO rep. enquired if safety bar required on tigre/pick-up with mid/rear engine?

No – vehicles with rear engine do not require safety bar as the engine gearbox is a sufficient barrier in event of rear impact.

Roll cages – Upper Cross member

The CGTRO rep. enquired if the bar can be bent around engine etc.

Yes – provided it is of correct size connected to roll cage brace bars and bolted through body, the bar need not be straight across vehicle.

Specials – Floor below bottom chassis bars.

The CGTRO rep. enquired if the floor or floopan can extend below bottom chassis rails?

No – the floor must be fixed to but not lower than the lower chassis bars as Fig. 27 & 28. in rule book.

For compliance the special concerned must have additional box section chassis bar added below existing bars.

Specials – Rear hoop forward brace bar.

Must the brace bar go to roof bar/upright corner or can it be approx 6"+ below?

An existing front engines class 8 special has been sold on but the purchaser is much taller than the original owner/builder.

The roof has been raised by lifting the rear part of the hoop, but the original brace bar remains in original location.

Following discussion and reference to photograph, it was agreed that although the new construction may have sufficient strength to protect driver, the vehicle is not compliant with written rules.

The rear hoop brace bars concerned must go to the joint between roof bar and upright. See Fig. 1a.

The vehicle cannot race until compliant.

Specials – Chassis top side bar – bending & use of non single bar.

The CGTRO rep. enquired if the method of construction used by the previous mentioned vehicle constructor and another were compliant?

The brace bar and top chassis bar are continuous with a bend at top chassis level. Another bar is then joined onto it at chassis level. Photo passed around.

VM (Dir.) explained situation regarding this type of construction. This had been queried previously, as the rules require a single one piece top chassis rail. This construction consisted of two separate bars welded together and non-compliant with rule wording. However the other constructor had been given a letter from previous NASA chief scrutineer permitting the type of construction. The rule wording had not then been amended to suit.

Discussion followed including reference to non-compliance. Weak point in bar due to join. Preference for current wording to remain unchanged. Other constructors do not use this method. Constructor concerned believed to be ceasing this method and adopting compliant method.

VM (Dir.) explained this would be discussed at Board.

5. Proposed changes for January 2015 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 2016, to this committee for discussion during 2015.

b. Rules Change request from NASA Scrutineer Team.

The Scrut Sec. explained that there were to be new definitions placed into rules.

Active /Adaptive/ semi-Active Suspension

The vertical movement of a vehicle's wheels relative to the chassis or vehicle body is controlled by an automatic onboard system/device in conjunction with electrical/optical/hydraulic sensors and control unit/computer to detect/monitor body and or chassis movement in relation to the surface the vehicle is being driven upon.

Passive suspension.

The vertical movement of a vehicle's wheels relative to the chassis or vehicle body is determined entirely by the surface the vehicle is being driven upon.

Existing vehicles use conventional shock absorber/spring combination. This is classed as "Passive suspension".

Active /Adaptive/ semi-Active Suspension is available on high end road vehicles and can be set to artificial setting to aid traction control and performance and is to be banned.

These definitions clarify what suspension is permitted as discussed in previous meeting.

Padding/Cushion.

An enclosed non-metal item such as cloth bag filled with soft material stuffing to support or ease or "fill in" gap between driver body and seat.

Clarification as to what is padding following alleged use by competitors of inappropriate metal objects as cushions when borrowing someone else's vehicle. A example of such was explained to those present.

All Classes. – Amendments to wording of various rules to suit above definitions.

Class 1. – Update/clarification of rules as per review.

Class 3, 4,5,6,7.

Permitting of a limited number of "drain holes" in steel floorpan.

Note. All subject to Board ratification.

c. Rules change requests from NASA Directors. - None since previous meeting

6. ANY OTHER BUSINESS:

Noise meter.

The ST rep. commented that the Noise Tester was awaiting noise meter.

VM (Dir.) commented that it was being sorted and meter would be delivered shortly.

National Autograss Championships 2015

Letters to all League Chief Scrutineers present were handed out requesting names of scrutineers for the 2015 NAC and 2015 Ladies & Jnr. NAC's.

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 2015 NAC and 2015 Ladies & Jnr. NAC's.

Names to be returned to Scrut Sec ASAP 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.

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

“L & J” Nationals.

“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 2.00 p.m.

Note.

Not discussed at meeting but included for information.

Since meeting non compliant roll cages have been found.

North Western League LM80 and East Midland Leagues L81, P10EM.

These have been stopped from racing due to non-compliance and cannot race until roll cage construction made compliant.

All other vehicles with the same or similar roll cage construction (See guidance on next page) cannot race until corrected.

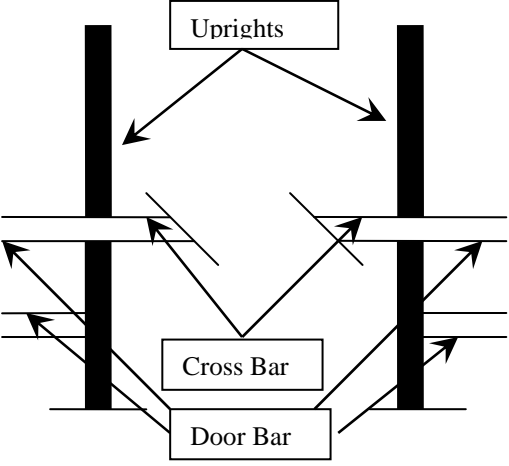
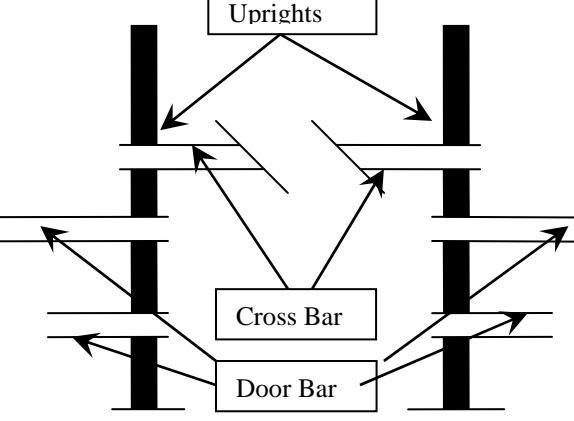


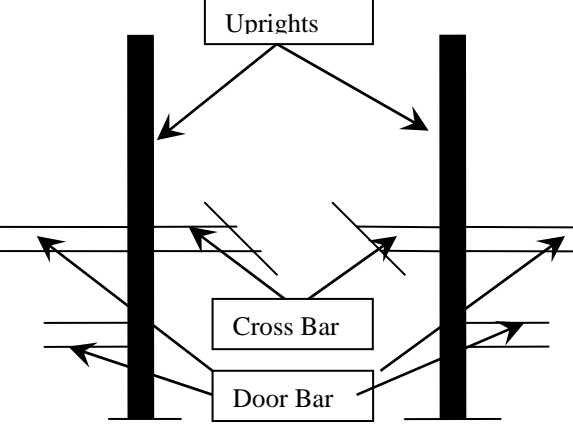
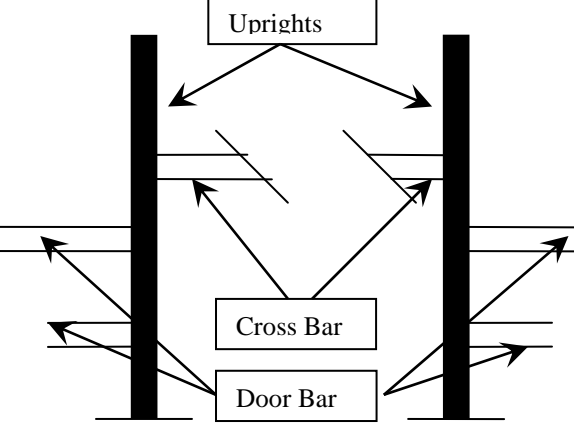
Roll cages – Hoop uprights.

These must be a single one piece tube bar as described in written rules and shown on rule book Fig 1. roll cage drawings

They must not be two pieces as shown in above.

Scrutineering Guidance: Roll cages – Classes 1, 2, 3, 4, 5, 6, & 7.

<p>Door bars and upper front cross bar pass through roll cage upright. – Upright made of 2 separated tube bars</p> <p>Top Door bar and front cross bar at same height.</p>	<p>Door bars and or upper front cross bar pass through roll cage upright.</p> <p>– Upright made of 2 or 3 or 4 separated tube bars dependant upon combination used.</p>
 <p>Uprights</p> <p>Cross Bar</p> <p>Door Bar</p>	 <p>Uprights</p> <p>Cross Bar</p> <p>Door Bar</p>
<p>LHS upright RHS upright</p> <p>Looking from inside car towards front</p>	<p>LHS upright RHS upright</p> <p>Looking from inside car towards front</p>
<p>FAIL ✘</p>	<p>FAIL ✘</p>

<p>Door bars and front cross bars end/begin at roll cage upright. Upright made of single tube bar.</p> <p>Top Door bar and front cross bar at same height.</p>	<p>Door bars and front cross bars end/begin at roll cage upright. Upright made of single tube bar.</p> <p>Front cross bar higher than door bars.</p>
 <p>Uprights</p> <p>Cross Bar</p> <p>Door Bar</p>	 <p>Uprights</p> <p>Cross Bar</p> <p>Door Bar</p>
<p>LHS upright RHS upright</p> <p>Looking from inside car towards front</p>	<p>LHS upright RHS upright</p> <p>Looking from inside car towards front</p>
<p>PASS ✔</p>	<p>PASS ✔</p>

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 may be charged a certain sum of money and the jackets confiscated.

2015 National Autograss Championships	Thinghill Court Withington, Hereford. HR1 3QG Access from A465 only. www.national-autograss .co.uk	31^s July & 1st & 2nd August 2015.
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)
2015 Ladies & Junior National Autograss Championships	Hillside House Raceway. Nr Thornborough. DL8 2RE Access from B6267 only. www.ydautograss.co.uk	4th 5th & 6th September 2015.
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)

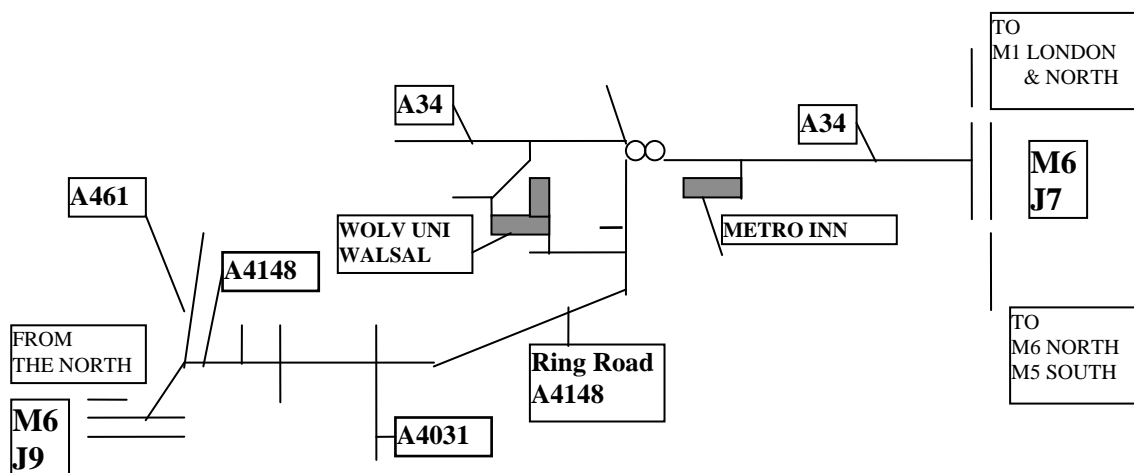
NOTE:

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 2015 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 27nd JUNE NAC's & Training
 SATURDAY 03th OCTOBER 2016 Rules

NASA AGM 29 November 2015



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 venue has a NO-SMOKING rule.

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

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