



NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

MINUTES OF THE CHAIRMANS MEETING HELD AT THE TRAVELODGE, WALSALL
ON SATURDAY APRIL 17TH 2010 AT 12 NOON

Present:	East Midlands	Bob Rouse	
	Gloucester	Stephen Clague (representing)	
	WASA	Paul Brooks	
	South Wales	Norman Rodgers	Chris Rodgers
	Southern	Mark Hoppe	
	West Midlands	Tony Griffiths	
	MAP	Pete Haines	Steve Moss J Barrett
	North Western	Malcolm Cooper	Lynn Cooper
	North Yorkshire	Paul Glover	
	Essex		
	Yorkshire		
	West Wales		
	East Anglian	Jeffrey Parish	
	Shropshire	Ernie Ashley	Pat Ashley
	CGTRO	Pete West	
	Kent		
	Dales	Don Hilton	
	N Ireland		
	Wiltshire	Chris Tee	
	S Ireland		
Fenland	Kenneth Beals		
Scotland	Keith Matthews		
NASA	Treasurer/Director	Margaret Allen	
	Director	Barbara Harper	
	Secretary	Maureen Boyd	
	Chairman	Ted Shillitto	
	Vice Chairman	Don Hilton	

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Keith-is the ban recoup arable. **Bob**-feel if it went to court each side would have to pay their own costs, but we won't let it go to court. We are keeping the cost down to minimum, but we want to win.

5 Directors Report

Bob:

A few key issues – this will take a while – no apologies for that.

First item concerns our Technical Director. It is probably no secret that after a number of unfounded allegations he has submitted his resignation to the Board – it has not been accepted. Current position therefore is that he is still a Director – I'll come back to this. An example of the kind of abuse that he has taken is was read out, without naming names. Interestingly, the league officials of the league from which this arose knew nothing about it before it was sent.

A few reminders to all here – all officials are acting voluntarily for the good of the sport; no-one gains financially from acting as an official, and many lose. This is a hobby – no-one has the obligation to cease to enjoy the sport because they put more in than the average member.

Posting minutes on the NASA website means that more questions are being raised by members, which should come to Leagues. Subject to volume and personal obligations, I have no problem answering them directly – I send copies of replies to the relevant League plus Ted so that everyone can see what is being said – I believe other Directors act similarly.

However, what this Board will not accept are unfounded allegations: any that come through will be returned direct to their League, with a requirement to provide explanations to the Board. And a reminder – slander and libel can result in the offender's loss of licence!

There have been suggestions that our Technical Director "is trying to run the show" because he has been fronting a number of areas of change; what has been forgotten by some is that he has been collating information from interested parties, and not making things up himself.

With the possibility raised of losing our Technical Director, the Board have decided to formalise a number of changes both for now and the future:

- A NASA Regulatory Committee, to be headed by a Director, will be formally created to run during each year to collate, review and select proposals for changes to rules. The format of this committee to consist of permanent members being NASA Chief Scrutineer (Dougal), NASA Chief Track Marshal (Smig), NASA Chairman of Chairmen (Ted) plus 2 Directors (to be selected by the board, one of which to chair the meeting). It will have the authority to invite others to address / advise on key areas, as it sees fit. **All** rule changes will go through this body, from wherever.
- Minutes / records will be kept of discussions / considerations (secretary to be sorted by the Committee itself) – it will not be a secret society, and areas / topics of discussion will not be 'Confidential' – HOWEVER, any 'open discussions / documents **MUST ALL** carry warnings that any content are for consideration only, and are not to be taken as current or future rules.

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- The Regulatory Committee can consult openly with members for ideas, alternatives, and feedback. Members will need to get used to being consulted – the near hysteria from some quarters on the release of the discussion documents for Class 3 means that you all (League chairmen) have work to do to explain how the sport is going forward.
- It is anticipated that a lot of communication within the group will be by email and networked meetings: it is a better use of member's time to spend an hour talking within a group by network rather than spending all day travelling to and from Walsall. The detail of this to be driven by the Committee itself.
- The finalisation of Rule changes / Draft Rule Books remains with the Directors – you cannot have responsibility for decisions lying with unelected individuals, plus the Directors are ultimately personally responsible in law.
- Any member of this committee who makes public announcements that new rules either will or shall apply will forfeit their place upon this committee – again, it exists to collate and recommend proposals – it is not the rule setting committee.
- Rule changes, other than for safety (which can be introduced at any time) will only happen with new rulebooks – not during the year. This means that announcements from Scrutineers that “new rules” apply, or clarification of non-existent rules will have no validity.
- Recognising that our current Class rulebooks have anomalies / contradictions, we still require a re-write of the current rulebooks before any changes are considered. While this was anticipated for August of this year, potential circumstances mean that there is the possibility that it could take longer. Accordingly, the Board have decided that the current rulebooks, subject to the clarifications in Class 1 and 3 as announced at the last meeting, will stay in place until January 2012 – i.e. they will carry on unchanged next year. The position of experimental class 1's has yet to be finalised – your input as Chairmen is requested.

Back to Technical Director – prior to a Technical Director we had a Director in charge of scrutineers, who did not have the same level of technical knowledge, and who either had the wool pulled over his eyes or made rules / announcements without consulting anyone. We won't go back to that again. A Technical Director has skills over and above a 'manager' – he's a qualified engineer (which is a benefit / re-assurance to our insurers), he has built engines / seen 'creative' alternatives to the rules over the years, and it can be argued that some members who are pushing the envelope are uncomfortable seeing him there due to his level of knowledge.

Should DW decide to resign, I suggest that we are looking for someone who is as qualified – we should not accept second best.

Regarding DW personally – he has asked for specific confirmation from the League Chairmen, the only people authorised to appoint a director, that they are willing for him to continue. If the view is that you are not, he will again offer his resignation, and it will be accepted. If you are happy for him to continue, he will remain until he is due to retire as a Director by rotation – and it will be his choice, as it is for all of us, whether he offers himself for re-election.

I will ask you to discuss – ask Ted to take the opinion. There are a few other bits to come back to.

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Ted-Dave Walker wants to stand by what the league chairmen want. Don and I phoned round a few before today to get a few opinions. All we want to know is do we want Dave Walker to continue. Some of you I spoke to want him to continue with reservations. **Norman**-feel it is a bit unfair, I haven't been spoken to about it before today, we should be able to discuss it with our members first. **Ted**-do you want to take it back and bring it to the next meeting. **Paul G**-it would be a personal opinion if we did it today. My personal feeling would be that Dave's technical knowledge is second to none but if we were assured that he would not be making the decisions. We need assurance that he will not be doing things off his own back. **Ted**-the big issue is we have been trying to get together a regulation committee for years. **Pete W**-we have to take it back to our clubs/leagues. **Tony**-if he has resigned do we want him to continue for three months. **Bob**-he resigned and it was rejected. **Ted**-he resigned from the Directors Board, not by you. **Norman**-yes he was put on the Board by the league chairmen, it is not up to the Directors, you should have written to all of us and told us so we could have discussed it before today. **Bob**-whilst appointments are down to the members of the company (League Chairmen), if he wants to resign, he offers his resignation to the Board. **Jeffrey**-we have the power to remove him with an EGM, otherwise it reverts to the Board. Feel it should go back to clubs/leagues, if we had not had the additional information you have given us today we would have voted for him to go. We still feel he is the best man for the job. We have to look forward and not dwell on the past.

Steve Moss-we had a divide in the MAP league, the main issue is it has been viewed as a dictatorship not a democracy. Decisions seemed to have come from one individual. Personally there is still a potential for a conflict of interest, we need to rule with an iron fist with no cracks.

Ted-we have been discussing a rules committee for a while, to see it come to fruition will be a good thing. I didn't get in touch with Norman as only had so much time to do it as we all work etc. **Don**-can we not do it before the next meeting, put a time limit on it. **Norman**-surely the scrutineers should have an input as well and I would like to hear what he has to say.

Mark-I would like to thank the Directors for showing leadership. We need more information, we seem to have a power battle between Dave and the scrutineers, would like to see the Board sticking together.

Bob-the Regulatory Committee is not conditional on Dave staying, it is a totally different issue. In the last Scrutineers Minutes the opening comment was 'no basic rule changes to NASA rules' etc. basically the scrutineers are accepting they don't make rules up on the fly. We believe the Scrutineers should have input as should all committee's, but they don't make the rules, they police them. Whoever leads that group with the help of Dougal is there to police it. **Mark**-if we leave it too long feel Dave will be on the way out. I thought it should have been discussed today after being phoned. **Steve Moss**-the longer it goes on the worse it is going to be, it needs to be sorted asap. **Ted**-is it a problem for you to ring around and get an opinion.

Keith-scrutineering the rules and the making of the rules should have more than one director. 1 x technical and 1 x policing. **Margaret**-John Shorter goes to the meetings as well.

Ted-I feel there are four to five people in there rocking the boat; we should have them in here. **Mark**-it was quite clear that the rulebook had been addressed by the Directors but going home in the car the scrutineers were saying that Dave Walker did the rules. Still feel he is the right man for the job. **Paul**-if Dave and Dougal can't work together it will never work, we all have to sing from the same hymn sheet. **Ted**-have had conversations with

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both and things get changed from when you spoke to them. **Pete H**-different things go in the rule book than have been agreed. **Lynn**-does more than one person read the rule book first. **Bob**-it was not proof read last year. **Ted**-if we are not going to have new ones until 2012 we have plenty of time to get them right. **Keith**-surely this comes back to the piece of rubbish we call a rule book. **Bob**-exactly - that is why there will be no new rule book until 2012, after a rewrite of the current 2010 book to remove anomalies. **Norman**-is there any way it can be done for next February. **Bob**-it is finding people to do it; at the moment we have someone who can do it. **Paul**-wouldn't the individual classes be down to the team leaders surely they are the best ones to do them. **Ted**-that's right but feel it needs a broader spectrum, not rush it through, get it drafted so we have time to pick them apart. **Jeffrey**-feel it is best for one person to write them with help from others, for consistency of format and style. **Pete W**-what happened to the one that was done for specials: there are dinosaurs in there that don't want change. **Bob**-they are OUR scrutineers – as Leagues we put them in there. **Pete W**-some wouldn't agree with Dave Walker even if he was right.

Mark-if we were a business we would employ someone to lay down procedures, forget the £10K for SKY, and invest it in someone professional to assist in writing the correct procedures for us. We should invest in the future not look at the past. **Keith**-the first thing is a job description for the directors, so all knows what they are doing. **Ted**-Bob has sorted that out, we cannot flick a switch and it happens over night. **Mark**-so lets deal with it, do we have to sack some. **Ted**-some scrutineering is abysmal, they are not doing their job. **Mark**-50% of the scrutineers are here for their own interest. **Ted**-some clubs don't send anyone, so they don't get the information, which is why we have lots of different ways. I would like to see the people who are rocking the boat. **Paul G**-we need rules that can only be read one way. **Chris R**-did you decide when you want a decision by. **Norman**-each league appoints their own scrutineer and send them to the meetings, we have every faith in our scrutineer. A scrutineer should have at least a good knowledge of a motor vehicle. **Mark**-there are more than just league scrutineers in there today. In the Southern League as in many leagues you are happy if you get a volunteer. **Ted** - keep your eyes open at the clubs you go to, not asking you to snitch on them but just to keep your eyes open. **Bob**-lets have your replies by 7th May 2010. **Tony G**-object to that as we don't have a meeting until the 11th May. **Bob**-you are only taking back a view. **Norman**-what are we actually being asked for? **Ted**-confidence in Dave Walker to continue as Technical Director under the new regime outlined previously.

Back to Directors report:
Other issues / decisions.

New display /overhead signs to be purchased for NEC exhibition 2011.

Ballast – sample mounting plates have been requested and first working copies are hopefully are being produced; ongoing development.

Marshal/safety officers meeting – although positive feedback, still only 6 chief track marshals attended; they need your support / push to ensure your league is represented / heard.

Constructive meeting held between the Board and members of BAS committee.

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Sky at nationals – will not go ahead, reflecting views from last Chairman's meeting. Looking to produce / commission DVD that portrays grassing generally, rather than showing one specific meeting, for use by leagues / clubs in any promotional use.

A question has been asked regarding signs – should the word 'Danger' be removed, as it may be seen to be an admission of liability. Our insurers have said No, the word danger can stay.

Note that Down has a date error in the fixture list – can all please note and notify of the error. Their meeting is on 22nd and 23rd May, and not clashing with MAP

Mark-with reference to SKY the Southern League feel the money would be better spent on marketing material to support the clubs. Feel we should invest in a business process.

Tony G-feel it is a waste of NASA's money, it would be best to invest in something else for the sport. They are quite welcome to come and film at their expense if they want.

Bob-fully take on board Mark's comments. **Jeffrey**-the next job will be to do the by-laws.

Bob - LWN2. **Jeffrey**-do you have the time now, we felt you were the man to do the job.

Bob-still a work in progress, can I call on one or two of you to assist. **Mark** - yes.

Malc - update on stadiums? **Bob**-any proposals that we could put forward for NASA cars can only come through the members handbook which is not due out until next year so there is nothing we can do. **Jeffrey**-hope in the next couple of days Belle Vue will let me have a copy of their insurance cover, I hope it is similar to ours, they have given me a name of someone who is going to do scrutineering at the meetings for Autograss cars, they are going to let me have copies of the documents, I will let Maureen have a copy, drivers need to be aware of additional rules and requirements, Belle Vue are making every effort. **Keith**-how much of a contribution are they making to NASA. **Jeffrey**-they are saying that it will make Leewood stronger and have more spectators which will make good local publicity. **Keith**-so they are not making any financial contribution. **Jeffrey** - no.

6 Nationals 2010.

Tony G-all going well, we are pleased with the way the track raced. If we get the weather that Radford had could we introduce a secondary date, say keeping the next weekend free. **Bob**-there are a number of people in our league that book their holiday round the nationals. **Ted**-there are too many variants to be considered. **Mark**-with 480 cars are the pairings done. **Barbara** - yes. **Mark**-can we see how the allocations are done. **Barbara**-no, I don't have time to answer all your questions. **Mark**-it would be nice to see how they are worked out. **Margaret**-it is down to if they have raced before the cut off date. **Mark**-not questioning what Barbara is doing, just need to know how you do it, **Tony G**-if it all down on a piece of paper it will stop the drivers talking. **Barbara**-if you could see the state of some of the signing on sheets, if they are really bad they get a line through them and a car that is on them may not race again. You must present your signing on sheets properly. When you have reams that come in every week eventually you have to be ruthless. **Lynn**-do people know they are being penalised, they are not told. **Barbara**-sorry don't have time to do that, there are instruction sheets that go out. **Mark**-if the sheet comes out and says you have 10 cars in a class and we say hang on we have 17, perhaps we can have some openness about it. **Lynn**-could we have some ideas what issues are causing these penalties. **Barbara**-things put in the wrong columns, illegible writing. I tell the club as soon as the sheets come to me from Elaine, if they are too late. I ask if they want me to confirm it in writing and most of the time they say no. Signing on sheets need to be in 7 days after

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the race meeting – suggest you put a return address on the back of the envelope. Don't send them recorded delivery – as we are out at work all day, it means the post gets stuck at the Post Office, isn't collected and therefore is too late **Mark**-not moaning about what you do, we want to make sure that we, the clubs, do it correctly, a little bit of feedback on how you do the allocations may drive us to brief our signing on people what to do. A lot of the time it is just another job for someone to do. **Bob**-it will be done.

Malc - for the finals are we going to go with the points scored in the heats for grid positions- yes.

Barbara-with regard to the signing on sheets they must be in within 7 days, not recorded or special delivery etc. if they are they will be left at the post office. They must be filled out correctly and in the correct columns and be legible. Sunday 23rd May is the last date to count and they must be with Elaine by the 26th May if you want them to count. **Jeffrey**-will it be possible to copy and scan them to you, they could be emailed the same day then.

Bob-it is technically possible but at the moment no.

Ted-message from Pat-club race meeting report forms are not coming back to her in 7 days, also incidents are not being recorded.

Pete W-Ladies/Juniors 2010 -all OK have the forms to sign.

7 Nationals 2011.

Norman-looking good all sorted.

Tony G-we have to decide which venue to use, which will be done after the Men's Nationals this year.

8 Correspondence

Correspondence was received from Mark Hoppe with reference to clubs being able to host the Ladies/Juniors nationals. **Mark**-we conceded last time but there seemed a lot of support from the room for clubs to apply for the ladies/juniors nationals. **Tony G**-we would have sooner had the 2011 as a club event. **Paul B**-feel with it being the nationals the clubs should be pulling together to host the event. **Jeffrey**-can it not be the league that apply for a club in their league, the application can be in the name of the league. **Keith**-talking about the running of the meeting, the ladies/juniors is 5-10 times harder than the men's. **Ted**-feel you are being cleaner than clean about it, I can't see what the problem is. **Jeffrey**-can we go back to the club applying for it with a backing letter from the league. **Don**-that makes sense.

A club may apply for the ladies/juniors nationals but they must have a letter of support from their league, with no priority given to the league, for 2012 onwards.

A vote was taken

For	14
Against	1

Accordingly, in choosing from a number of applicants (for L&J ONLY), the ranking will be

- first exclude and club / league that has run the event in the last 5 years
- secondly, leagues and clubs with league backing (as above) take precedent over clubs only
- where there is a tie, names to be drawn out of a hat.

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9 Feedback from the marshals' request for consistent track marker flagging.

Ted-has any one had a meeting and have any feedback from it. **Malc**-I felt the two meetings that were run at Nottingham were tremendous, you need the cones 8mtrs apart. **Ted**-the joint looks better, I went to a club meeting that had about 100 tyres on the straights, it is a lot of work and it doesn't look good.

Hit 1 x cone OK

Hit 2 x cones green flag

Hit 3 x cones black flag.

There is discretion given to the marshal where an 'offender' is either pushed onto the cones or takes avoiding action.

Ted-in general if you can try it and give feedback to me or Smig.

Clubs this season have been seen running outlawed commercial tyres as track markers: please inform the Directors where this is happening.

10 Safety Review

Ted - got to be a bit careful. Had fire training at Pennine and had a proper fireman come down. Try and encourage officials to get kosher with how to operate a fire extinguisher and how to approach it. I have some fire extinguishers that can be used for demo's. they are £10 each and have come from Tesco/M&S. they look like new, they are all dated 2010. if you want one get on touch.

Norman-we are trying something new this year, we also have ½ size extinguishers alongside the full size ones. The first marshal runs with the ½ size (easier to run with) and the second with the full size one.

Ted-if you have a fire the other marshals must make their way with their extinguishers - at York it took five. Foam is the best you can use. **Paul G**-use powder then foam. **Lynn**-has it been discussed to have plumbed ones in cars. **Bob**-in the rule book it doesn't say you can't. **Paul G**-one car caught fire and the plumbed in one put it out a lot quicker. **Ted**-have to be careful with the CO² they run at minus 70 degrees. They are dangerous near personnel. I am sure there must be firemen near you who will be happy to come and help train / demonstrate for you.

Ted-there is a problem with alloy seats, I have seen a couple which had an impact and the back of the seat collapsed forward, belts come off the shoulders; at Nottingham a guy half came out of the window. The scrutineers need to sort something out to take the load of the belt. I spoke to a car constructor at a meeting and he said there is a problem if you secure the seat at the top and get an impact where the spine bends and there is nothing to support it. Not treading on the scrutineers toes just observing. **Malc**-surely if it is a safety issue it should be done. **Bob** - yes; being raised in Scrutineers.

Ted-cut off switches, get a lot of problems, we had one where the bonnet came up and switched it off. If the switch was inside there would be no problems. **Paul G** - wants to be in a specific point in every car.

Ted-do drivers have to sign on as a marshal as well as a driver. **Margaret**-yes as it is different insurance.

11 Scrutineering

Already covered.

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12 Any other business

Mark-pre season scrutineering, out of 65 only 4 passed it took 54 man hours to do – feedback.

Ted - Update re Experimental Class 1 cars: all to be agreed by Mark Empson, and to have letter of approval, in order to race. Currently there are 6 cars in progress: 2 x 106's that should be racing: 3 x Micra 16valves and 1 Yaris, all 4 of which are at various stages of construction.

The main problem encountered has been electrics / electronics, and dealing with modern ECU's.

Would like to encourage more cars to run to expand the experiment - the no-change to rulebooks until 2012 should allay fears of potential builders who feared that they would only get one season's racing from the car.

Paul B-hope to have one at the Cwmdau BAS round, are there any objections. **Bob**-they cannot object – a condition of the approved experimental cars is that they are allowed to race at any meeting (except the Nationals); they may not count for qualifying, and it is at the organiser's discretion whether any trophies are awarded. **Paul B**-non European cars don't have an immobiliser on them. **Ted**-they are discussing carbs etc. in the scrutineers meeting.

Ted-we are asking for opinions/advise from builders etc, share info if you can. Would like to see 20-30 cars if possible. Mark Empson's phone number is 07736 540520. email EMPSONGORALLY@AOL.COM Mark is personally sponsoring a trophy for experimental cars.

Barbara-licences down on this time last year, we have 3987 up to now where as this time last year we had 4144. It is 157 down.

The cut off date for the ladies/juniors applications is 18th July 2010.

Men's nationals – all the defending champions have replied and all are defending.

Malc - permits for work parties- do we need one. **Ted**- no, but make sure you sign on.

At this point Dougal joined the room from the scrutineers meeting.

Dougal-at this moment in time they are discussing experimental cars, trying to make it easier, wiring is the problem at the moment.

We also have problems with Kirky seats, some are just look a likes. Last year wanted bar to be put at the back roll cage – made proviso so if have a competition seat no longer need the extra bar. In the rule book it says recommended to put the bar in but we have had 5 fail already. Must follow the manufacturers fitting instructions. Kirkey state four in the floor and two in the back, it is down to you to drill it. Recommend just under shoulder height, a lot will have to weld another bar; the problem comes with shared cars. Don't advise sliders, some use them now. Could cause problems with shared cars, got to work something out so you can slide it. Has to be bolted to the floor, it will be a problem for a lot of people but it either that or have members with broken backs. We have a duty of care. **Ted**-is it worth getting in touch with a constructor. **Dougal**-Anthony Ross does it and Geoff Berrisford does it in Junior Specials. Each car will be different. **Ted**-we also have problems with drivers going forward in their seats. We had a picture of a junior special driver and the seat

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belt was in the totally wrong place, dangerous. **Dougal**-obvious an adult seat, got to make the car fit for the purpose to who is driving it. May have to have two bars.

Ted-to Dougal-have discussed regulation committee and want to see it come in. new rules to be discussed by a committee to be thought about and banded about.

The Dave Walker issue - one or two get the impression that there are a band of scrutineers who will not play ball the same way as we want to go. We are trying to get the committee all above board, we have been trying to push it for a long time, but if a few are going to get their backs up, if they cant abide then they will have to go, you are the Chief Scrutineer.

Dougal-you need to talk, had problems with cut off switches so implemented pull cords to be told that Marshals didn't want that, but if we all got together first to talk about it that would be better. **Lynn**-seats-what you have seen is quite serious, shouldn't something be done urgently.

Dougal-tell them the bar must be fitted, if have to have more than one seat so be it. **Paul B**-bars on seat back-we were talking about across the roll cage. **Dougal**-if you have a sensible slide you need something at the back for support.

Keith-do we know how and where the change will be communicated. **Dougal**-will be on the NASA website and perhaps the YD forum. Dave Walker has said he will make sure we have it by Sunday night. You just need a support on the back of the seat. Bars should be positioned so when the belt goes through it is not rubbing on them. Would like to chuck out fibre glass seats but there is a lot out there. **Steve M**-are you getting the cooperation in your room, one or two could be disruptive, do you agree? **Dougal**-providing you don't run rough shod over them they will be OK. **Ted**-we all need to discuss it so just one person does not appear to have made the rules.

Ted-we have discussed it, is there anyone against what we are going to do – no one was.

Norman-are there a lot of cars without bars. **Dougal** - yes.

Dougal-at the last meeting we almost had an agreement about ballast – to be ratified by the Directors, but we are two months down the line, we told you we would let you have a drawing.

Bob-we were told not just a drawing but a mock up of one. **Malc**-needs sorting today. **Dougal** - it is a safety issue - we've got to look at the principle. **Malc** -you've done all the work.

Bob-was put to the Directors and agreed in principle to the concept of ballast and we were shown a drawing and were told something would be prepared. **Malc**-understood Geoff Berrisford was going to be asked to do it. Understood Lance was going to bring it with him today.

Norman-have the Board ratified seat belts. **Dougal** - no. **Norman**-well this is the same.

Dougal-the people in the scrutineers meeting need to be able to go away and say sorted.

Malc-all you need is the mounting bolts. **Ted** - anyone against the idea.

Paul B-should it be the scrutineers see the issue, solve the issue and Dave Walker takes it back to the Directors and the Directors decide and job done. **Paul G** - how long before we get a decision on ballast. **Bob**-it will be done before I leave today.

There being no further business to discuss the meeting closed at 3.15pm.

Next meeting Saturday 26th June 2010.