



# NATIONAL AUTOGRASS SPORT ASSOCIATION LTD.

MINUTES OF THE CHAIRMAN'S MEETING HELD SATURDAY 13<sup>th</sup> October 2012

AT THE TRAVELODGE, BIRMINGHAM ROAD, WALSALL AT 11.30 AM

League	Name	attended	NASA (MA)	Margaret Allen
1	Nicholas Clarke	Yes	NASA (BH)	Barbara Harper
2	Malcolm Butler	Yes	NASA (DT)	Diane Tomkinson
3			NASA (TS)	Ted Shillitto
4	Gary Ray	No	NASA (DH)	Don Hilton
5	Mark Hoppe	Yes	NASA (MB)	Maureen Boyd
6	Anthony Griffiths	Yes	NASA (SB)	Simon Bentley
7	Peter Haines	Yes		
9	Malcolm Cooper	Yes		
10	Paul Glover	Yes	Visitor	Manfred Kampschulte
11	Marcia Jackson	No	Visitor	Lynn Cooper
12	John Lawson	No	Visitor	Christopher Smith
13	Joan Bevans.	Yes	Visitor	Mark Grice
14	Jeffrey Parish	Yes	Visitor	Simon Jackson
15	Ernie Ashley	No	Visitor	Andrea Boergen
16	Peter West	Yes	Visitor	Rachel Hinton
18	Derek Linch	Yes	Visitor	Dave Mansfield
19	Mark Johnston	Yes	Visitor	Vicky Napier
21				
22	Chris Tee	No		
23	Donal Obrien	No		
24	Dan Mackenzie	No		
25	Keith Matthews	Yes		

Meeting Chaired by: Ted Shillitto

Start Time 11.10am

- Ted Shillitto opened the meeting
- **Apologies** :- Ernie Ashley, Don Hilton, Chris Tee

- **Minutes of Meeting 16.6.12** :-

No matters raised.

- **Adoption of the Minutes of the Meeting 14.4.12** – proposed M Hoppe seconded J Parish

- **Treasurers Report :-**

M Allen Confirmed £63098.53 Current Account £36,553.77 Deposit Account

M Allen advised she hoped there would be no rise in Insurance costs. However 2008-2011 there was 5 serious accidents, this year 11. Rule book refunds need to be notified to MA this week. Day licences could be returned for refund at AGM. Affiliation fees would be increased by £1 for Licences and Rule Books 50p. Mens & Ladies licence would now be £23 Juniors £14 , Members and Mechanics will for the first time have an increase.

- **Directors Report :- (given by Simon Bentley)**

Dougie Atkins received a 5 year ban from restricted classes following the Mens Nationals due to camber on front struts (micra) on reflection by the board this was reduced to 2 years from class 1 only.

CGTROL had asked why the Deegan class 1 found illegal at the Mens Nationals only had points deducted from first heat. S Bentley advised that this was not reported to the Board. M Hoppe asked who's decision was this to take points from heat 1 away S Bentley said the Chief Scrutineers. M Cooper asked why the bans were so different. S Bentley advised again the Deegan case had not been presented to the board to deal with. P West said this was a deliberate cheat and should be dealt with in disciplinary. P Glover asked if the board could deal anyway. S Bentley agreed the car should have been kicked out but there was an allegation that the scrutineers knew it was illegal Friday but waited till Saturday after it raced to find it illegal. Discussion took place that if this was the case those responsible should resign. S Bentley would bring Chief Scrutineer into meeting to discuss.

D Mansfield asked was the purpose of scrutineering was to look to fail cars or check if they are correct. J Bevan expressed concerns over club level scrutineering not good enough. D Mansfield said his car failed at L&J nats 2012 but the fault wasn't picked up all season or at 2011 nationals.

S Bentley advised that 4 junior specials were also underweight at the L&J Nationals the Berrisford one been the worst at 4 kilos under, the board confirmed there was no tolerance. D Walker V Mackenzie and delegated Junior Special Scrutineers agreed to weigh them again on Sunday on V Mackenzies flat bed truck – didn't happen. They did not get weighed post race. The board agree this was unprofessional. M Cooper said the overall weight of the cars would not change if done on the field or a flat bed S Bentley agreed the only thing that would be affected was weigh distribution. P West said he heard the board over ruled the scrutineers decision. S Bentley confirmed they did not. P West said D Walker over ruled on the Deegan case and L Bowen on the Junior Special case this came from CGTRO chief scrutineer. S Bentley said D Hardy just walked away from situation when they were been weighed. Agreed to discuss with D Hardy later. M Hoppe asked that he be brought into the room to give his version of events.

CGTRO had written to the board over concerns regarding director of BAS been a director of NASA S Bentley felt this was personal to him. P West said it was a league concern. A Griffiths said all the chairman knew he S Bentley was a BAS director when they voted him in. M Hoppe said it had been said that S Bentley puts relevant 'BAS or NASA hat' on to suit. S Bentley said this rumour was from BH BAS. S Bentley confirmed that he had he was in NASA director role that he felt the meeting was unsafe i.e. no scrutineering, no unloading in correct areas but was backed into a corner regarding the financial status of the SD & BH clubs if it was cancelled. In hindsight this meeting should not have run at all and in future it wouldn't for the safety/insurance of all concerned. S Bentley also confirmed his CV was based around him been a BAS director. M Hoppe produced the CV and challenged this is an inaccurate statement. J Parrish said nothing in the rules state you can't be both. L Cooper suggested maybe a limit of directors being on both boards due to

conflict of interest. M Butler said as BH safety officer no one approached him to discuss S Bentley said it was all done with chairman. S Bentley said if a director is present he has the authority to close a meeting if felt unsafe.

N Booth has been banned from any NASA meeting after threatening behaviour towards S Bentley when he was approached to have the car sealed as a BAS requirement, SC16 Z Booth has been banned until 7.5.13. N Booth has appealed.

The Beer Tent at STAR BAS was also vandalised – enquiries are still ongoing.

An allegation of assault was also reported at STAR BAS between 2 minors both had licences removed but after enquiries both had them returned.

In 2013 onwards all 'beer tents' must have in place 5million PL insurance and the host club must provide 'professional' security (not members with yellow jackets). If not event permits will be withdrawn. This applies to all meetings not just 2 day ones. M Grice asked if this applied to marquees with no alcohol on sale S Bentley said yes.

S Bentley said they were also going to tighten up on all stalls displaying PL Insurance.

CA690 Don Colquhoun was still very poorly following a heavy roll at SN. Concerns had been expressed over design of car. V Mackenzie visited the car after the roll and although roof had been removed there was no obvious sign to indicate it was not built correctly. Photographs prior to the roll indicate the drive looked high in the seat but this was only from photographs.

Arm protection in 2013 would be compulsory either window nets or arm restraints. If a special or central seated car nets must be on both windows. The Aldridge special design of window protection would not be allowed. Scrutineers were going to provide a list of recommended types/manufacturers. M Allen confirmed insurance company were in favour of this.

P Glover asked if neck braces were going to be compulsory L Cooper confirmed that there was nothing on the market specific to our sport or to suit type of helmets used. S Bentley said this was being looked into.

WASA league had officially been disbanded Penhow had joined the W Wales league and NR had joined the Gloucester League – on a trial basis subject to conditions. M Hoppe asked if the boundaries could be confirmed. M Hoppe pointed out allocations for the mens nationals would be 1 place better off in each class.

A draft consent form was passed around for discussion. The consent was a more in depth consent and once the parent had signed the under 18 would not need to be signed on by an over 18 on race days. Concerns were raised about minors being dropped off at a race meeting with no adult now they don't need to be signed on. S Bentley said the consent states this must be with parent or nominated person.

The 2013 licence will have space for contact/medical details and suggestions were made that contact/medical details are on the car possible on dash board for emergencies. S Bentley said it does state you must have your licence on you at all times discussion took place that it wasn't always practical when racing. It had been discussed by the board for future possible credit card style license, bands etc. D Mansfield suggested on the signing on sheet you put nominated persons contact details.

NEC 2013 the board had received applications and the following cars had been picked for live action B129H LM17 SC95 S19Y SP44 NS151 BC4 PHD2 SS38 T5. Juniors IK356 SV212 N444 PAC83 PAC222 SY116 TA18

SN617. Static Stand ST307 R47 M11 E111 and there would be 12 additional cars around the hall. NASA were having a class 1 micra built for £1000 all in built ready to race this would be raffled off proceeds to air ambulance.

Directors in charge of 2013 Nationals would be L Bowen & G Ray.

Mens Nationals would be hosted by Stroud at the SV track due to not being able to host on their own venue the board decided to pass the L&J Nationals back to the original applicants and this was passed to SN.

Nationals file – DW will have written by AGM

Living with NASA – on going S Bentley said no feedback from chairman had been received, despite the current LWN been emailed by M Boyd after last chairman's meeting. J Parish thought the draft would be put to the chairman for comments. Chairmen were asked to look at LWN that was sent and provide any feedback. M Boyd to re write for the middle of 2013 – J Parish offered to assist.

Cancellation Insurance was been looked into by G Ray and M Allen. P Haines advised they had taken out this type of insurance and had made a claim after first bas was cancelled and said it was not an easy task. T Shillitto suggested a fund be set up by all the clubs, S Bentley said this also had been discussed and welcomed feedback from chairman, i.e. how to set up the fund, where would the funds come from? T Shillitto suggested a rise in gate fees.

Rule Books and Members handbooks were ready to be printed.

Under 18s caught drinking will have severe penalties; drug users will receive a ban and police action.

Anyone on 'the sick' or in receipt of NASA insurance payout will not be allowed to officiate or race. M Hoppe asked how they would know. B Harper can see from signing on sheets if a driver is racing and claiming insurance. S Bentley confirmed it was not the clubs responsible it's the driver/official. NASA also reserve the right to request medical evidence to prove someone is fit to race. J Bevan asked what if someone was claiming disability. Licence must carry 2 emergency contact details/medical conditions/parents contact details if a minor.

Jumpstarts with effect from 2013 will be a black flag. If a driver jumps slightly and dips the clutch and lets the other cars go the start marshal 'can' decide if to let the race go and no penalty. The Chief Marshall has 60minutes to make a decision on a racing incident. This gives time to discuss with all marshals, watch video evidence etc but also cuts out instances where decisions have been over ruled the following day. If a driver knocks over a cone and gains a position it will be a black flag. It was felt that the nasty accidents that have occurred in 2012 do not appear to be due to track construction/design however after working with the environmental health at STAR BAS it highlighted more in depth risk assessment forms were required. The cross over board would be totally abolished in 2013 if a driver crosses over and impedes anyone this would be classed as dangerous driving. There had been a request for alternative marshal barriers the board rejected this and felt there were plenty of choices at the moment.

2014 Mens Nationals would be hosted by the West Wales League they were the only applicant and provided a very professional presentation, it will be held on a virgin field (previously used many years ago) West Wales and Penhow applied for the L&J nationals this was awarded to West Wales however this might be held on the Penhow track.

## **Nationals 2012:-**

MENS: M Johnston said the league felt the meeting was a success sadly spoilt by the weather. There had been some confusion over substitute cars being scrutineered. D Mansfield said pits weren't policed. N Clarke said there had been concerns at both nationals about kids officiating racing round on quads.

LADIES & JUNIORS: A Griffiths was happy with meeting all sponsors were very happy and was grateful for all the help, and pointed out that all helpers were offered relief. T Shillitto read out correspondence received from MAP league: L&J nats was like a big meeting, did not look well run, no banners for sponsors, security in pits, officials from MAP league. A Griffiths advised that they tried numerous times to obtain the Autosport banners/flags from promoters, M Cooper advised they do not have them T Williams has those. A Griffiths confirmed they paid for security and only found out afterwards they did not do the job, he could only apologise for this as it was out of his hands. P Haines said they use the same company and they are locked in the pits overnight. D Tomkinson confirmed that two MAP league officials were officially asked to assist as they had done in previous years and whilst help is appreciated some members took it upon themselves to help. M Johnston said the event lacked atmosphere L Cooper said L&J nats is unique in motorsport and 'we' do not do enough to promote this. P Haines if NASA could do more S Bentley advised M Boyd & D Tomkinson were gathering things for the NEC to promote sport. D Tomkinson said the post race scrutineering worked well at the L&J Nationals closed area/wrist bands provided for those allowed in etc M Hoppe asked if this worked it should be put in the Nationals File.

## **Nationals 2013:**

Mens – Simon Jackson confirmed all going to plan sponsors were being arranged.

Ladies – J Parish confirmed it would be on the SN track and same layout as previous nationals.

## **Log Book**

Ladies racing with men at club meetings – clarification required from board

Race cars next to campers/been allowed to stay in box trailers in unloading area – Discussion took place re the implications i.e. some venues to take cars out of pits would not work. M Cooper said 'NASA' state you must leave your car in the pits over night and anything happens they are liable. Chairmen were asked to take back to clubs and come up with solutions. T Shillitto said costs of security at a club meeting might not be viable however CCTV could be a cheaper way forward ie night cameras approx £70/£80

----- D Hardy entered the meeting and was asked to provide his version of events regarding previously discussed issues of scrutineering.

D Hardy advised that half way through the weighing of the junior specials one weight under (Berrisford special) the scales were visible for all to see and on witnessing this between competitors things started to get heated. In order to defuse the situation D Hardy asked for the Berrisford car to be put to one side, this was so it could be re weighed and for D Hardy to deal with . After weighing all the other cars D Hardy said he turned to the Berrisford car and noticed it had gone when he asked where it had gone the other scrutineers said lance told him to go to the pits to put more fuel in and put bigger tyres on to get the weight up. D Hardy then went to make other directors aware of what had happened P Patrick, D Walker, G Ray, T Williams he said he felt despondent. L Cooper asked whose decision was it to let this car go back to the pits D Hardy said

L Bowen. M Cooper said in view of this would S Bentley withdraw the earlier statement provided by the board. S Bentley agreed it would be taken back to the board. D Hardy also confirmed and showed the list of weighed cars that only 1 car was underweight M Hoppe pointed out S Bentley previously said 4 cars were wrong D Hardy stated it was only 1. D Hardy then went on to give his version of events regarding the 'deegan' car he said he wanted to trailer the car up for having illegal gear linkages on the Friday night but he said V Mackenzie & D Walker said no. D Hardy admitted he should have stood his ground but he went with the flow. M Hoppe asked for D Hardy views on the 'dougie atkins' case he asked if d atkins had said 'you have to try these things' has this statement had obviously influenced the board's decision. D Hardy said he said in the meeting that he was the type of person that sailed close to the wind and would say if you're not cheating you're not trying. M Hoppe said therefore that was your opinion he did not say this so felt the board was mis-informed and made their decision based on this. S Bentley said this was why the ban was reduced to 2 years but photographic evidence was provided and the 2 yr ban was based on those facts. D Hardy said no way could the bent struts been through racing the angles on both were exact. S Bentley brought the discussion to a close and confirmed he would take back to the board and would request the board make a new statement and this would be emailed to all chairman. J Bevan asked that this be done soon as it was coming up to the AGM and it could affect who people wish to vote for. D Hardy said all the scrutineers voted a vote of no confidence in L Bowen and was no longer welcome in their meeting. S Bentley advised only the chairman could take a vote of no confidence at this would need to be done at an EGM after the new statement was issued if the chairman felt the same then an EGM would need to be called. D Hardy advised that L Bowen was still not welcome in their meeting. M Hoppe asked what input D Hardy had into the statement that was previously read out from the board D Hardy confirmed none as he was not invited to that meeting. M Hoppe also felt the Doug Atkins appeal procedure had not taken place correctly. M Boyd said she would accept a further appeal. C Smith asked who has the final say regarding the legality of a car S Bentley confirmed Chief Scrutineer.

### **Any other business**

Signing on twice at a two day meeting – discussion took place it was still necessary as assisted with knowing who was going to be racing the second day.

T Shillitto said from recent observation chairman needed to push members to make sure drivers particular juniors were harnessed up correctly in cars.

T Shillitto asked how everyone felt about having paramedics at race meetings discussion took place regarding costs etc S Bentley said at STAR the medical crew were actually cheaper than St Johns and have crews all over the country maybe chairman should look into. J Parish said that having their own cutting gear and paramedic was a positive factor in possibly saving a life at their track recently.

T Shillitto asked if gate fees should be increased to cover increased race day costs with fuel etc – discussion took place it was all down to individual clubs on costs, catchment area for drivers/spectators.

Cameras/Marshalling was discussed and S Bentley confirmed the cameras would be used going forward and hopefully more cameras would be purchased. P Strong was in the meeting and had been mainly in charge of the working of the cameras and confirmed he felt earlier problems i.e. mens nationals had been ironed out and felt things had been improved i.e. communication with marshals/cameras. K Matthews said he and his league were strongly in favour of the cameras however felt let down and failed by the decision against him at the mens nationals this year. S Bentley confirmed lessons had been learnt. Chief Marshall said they had watched the video again in today's meeting and said the marshalls were split on the decision. S Bentley said

it had been agreed that Chief Marshall would be in an elevated area with the cameras at all large events. D Lynch gave details of his incident at the nationals and felt it was wrong and then witnessed the exact same incident be called a first corner racing incident all cars in and felt there was no consistency and that also marshals were allowing 'banger' racing and called for tightening up on flags. M Cooper said spotting towers should be re introduced, marshals agreed. T Shillitto asked if drivers would continue to sit with the cameras S Bentley said yes they would be invited by the chief marshal. J Bevan asked if the driver accompanied with the league rep could view incidents and S Bentley said no this would create a queue and not suitable.

Regional Qualifying J Bevan felt this should be pushed as it would increase gates at 'club' meetings stop local clubs clashing, provide better racing etc discussion took place with regards who would qualify with who, travelling could be an issue T Shillitto asked chairman to take back to clubs to see their views

Back Markers effecting racing J Bevan said this had happened at the mens, ladies and bas this year costing front runners their places. Discussion took place on how it would work and would it be fair to tell someone to move over they are just as entitled to race? No solution was agreed.

NASA forum J Parish said it was not updated and suggested it either be removed or used.

Discussion took place regarding the increased costs of post race scrutineering i.e. cost of gaskets, oil – S Bentley suggested this was put to the board.

Date for 2013 Chairman's meetings was advised by M Boyd

17<sup>th</sup> Feb 13<sup>th</sup> April 22<sup>nd</sup> June 12<sup>th</sup> October

T Shillitto read a letter out from E Ashley regarding BAS having a reserve date and the struggle clubs have to organise around the 5 bas dates but to also have to work round the reserve date. S Bentley said this had been the case for a few years now it was not something new. Discussion took place that clubs have reserve dates so did not really see a problem.

Yaris in class one would be discussed next year.

C Smith asked if all clubs knew to 'SORN' their tractors and other support vehicles.

C Smith also produced a leaflet called 'smart water' which could be painted on vehicles to help trace if stolen.

S Bentley confirmed that M Allen & L Bowen were up for re election and would be standing. D Walker and T Williams would not be standing again. Two nominations had been received J Parish and D Hardy.

**Meeting Closed at approx 4pm**

Minutes prepared by Diane Tomkinson

Please note if a league wishes to put forward any items for discussion at the next Chairman's meeting it must be put in writing to the Chairman at least 2 weeks before the meeting takes place. The letter must be signed by the League Chairman and forwarded to Secretary: Diane Tomkinson 4 Hallfield Avenue, Micklefield, Leeds LS25 4AU. Email: [diane.tonky@btopenworld.com](mailto:diane.tonky@btopenworld.com) Tele: 0113 2873101/07709471385

