

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



Chairman's Meeting

8th April 2017

Venue: Metro Inns Birmingham Road, Walsall

Start time 11 noon

Minutes

No	Name	Nominating League	Initials
00	Barbara Harper	Honorary member	BH
01	Nick Weir	East Midland League	Apologies
02	Darryl Smart	Gloucestershire League	DS
04	Emyr Evans	South Wales League	EE
05	Ray Wyeth	Southern League	RW
06	Tony Griffiths	West Midland League	TG
07	Barry Holloway	MAP League	BH
09	Malcolm Cooper	North Western League	MC
10	Martin Tinker	North Yorkshire League	MT
11	Lynn Thomas	Essex League	LT
12	John Lawson	Yorkshire League	Apologies
13			
14	David Robins	East Anglian League	Apologies
15	Patricia Ashley	Shropshire League	Apologies
16	Peter West	CGTRO League	PW
18	Derek Linch	Kent League	Apologies
19	Phil Sherwood	The Dales League	PS
21		Northern Ireland League	Absent
22	Simon Jackson	Wiltshire League	SJ
23	Paul Meaney	Southern Ireland League	Apologies
24	Rob Rolls	Fenland League	Absent
25	Colin Read	Scottish League	Apologies
26			

Officials = DT = Diane Tomkinson Secretary EA = Ernie Ashley MA = Margaret Allen KM = Keith Matthews

1. Apologies – Pat Ashley N Weir John Lawson Dave Robins Derek Linch Paul Meaney Colin Read

2. Minutes of the Chairman's meeting Feb 17 – MA confirmed no Public Liability cover for items left on the field in between racing. EE asked if Employers Liability cover – yes on work parties/race days if signed on and nasa member. EA asked if heard from LARA – JP confirmed no
TG advised that Bromyard Speed Festival was well attended and a good response/interest in the sport from those present.
JP highlighted rule 17.7 was advised at the AGM

3. Adoption of the minutes of the Chairman's meeting Feb 17 - Proposed LT Second EA

4. Treasurers Report – delivered by MA

The insurance as now been paid in full.

I have also paid for the breathalysers you are receiving today, the invoices for those will be going out at the end of the month. Any not collected today by League Chairman will be posted out and postage charged.

We are expecting a large invoice from the solicitor as the solicitor we have been using is leaving the practice and we have not had an invoice from him for the 4 years he as been working for us.

It will be a complete breakdown of all work done. We will be using the same practice but a new solicitor, the one we will be using we have had contact with before.

All payments coming in ok.

Money in the Bank to 08th April 2017

Current Account £78,140.57

Deposit Account £ 6,595.44

INSURANCE REPORT APRIL 2017

I am pleased to say no insurance claims so far for 2017.

Including meetings that are cancelled for this weekend we have cancelled 18 meetings. Three have been rearranged.

If you have a insurance query or problem could you remember that I deal with the insurers so please contact me.

EE asked if a clubs re arranges a cancelled meeting do they have to pay Insurance again – MA confirmed no just event permit. EA asked if North Shropshire would receive a refund as they are loosing their track – will only be holding 2 meetings – MA said no.

5. Membership / licence report - delivered by BH

BH handed a sheet out to all chairman showing members per each licence type/class/league currently 126 members down based on the same time last year.

BH reminded that all signing on sheets needed to be with Elaine Pacey within 7 days of the race meeting – can be scanned and emailed but still must be posted (not recorded delivery) Sunday 21st May is the last race date that signing on sheets will be used to calculate allocations. Signing on sheets must be received by Wednesday 24th May 2017 – last year EVERY club managed to do this ! Drivers wanting to take part in the Nationals this year cut-off date for a licence is Wednesday 24th May. BH asked that any queries in the next few weeks with regards licences for MAP/WEST Midland League must be directed to BH as Elaine Paceys husband sadly passed away recently and Elaine was taking a short holiday.

6. Directors Report – delivered by KM

The Board have been advised that Lynn Thomas has resigned her position as Chairman's Committee Vice Chair. – Chairman had discussed this at a prior meeting and unanimously agreed LT to stay in the role – LT expressed concerns that she was requested to put a spread sheet together re iterated the information for the sheet, yet after the meeting in emails some people discredited what she did. LT agreed to stay as vice.

The breathalysers that have been purchased, Draeger 5820, are superior to the Draeger 3000 that was trialled in that it should soon be passed by the Police for evidential use. The machine is anticipated to be retailed at £695+VAT, we paid £279 all in. Discussion took place on the Pass level – confirmation that 9 or under was a pass ie double figures was a fail. RW asked if officials needed to be that low, concerns that a 'few cans around the camp fire' would all stop. Chairman discussed option of leaving officials at the road limit of 35 but leaving drivers at 9. KM would take back to the board. Lengthy discussion took place with regards the limit of 9 being much lower than the road, advice was taken from various sources that 'racing' was a lot more dangerous and 9 was a professional drivers limit.

The Board received objections by both BAS and UKAC regarding the request that they should have their own breathalysers. Their argument is that they only organise their championships and collect points at the meetings held. The responsibility of running the meetings, and thus carrying out breath tests, remains with the hosts who will have their own equipment. With

this in mind the decision to purchase equipment for them was postponed until this meeting. – Chairman agreed BAS/UKAC did not need one based on this information, and that Directors would be present at both series with a machine too.

The latest draft of the by-laws are with you now for any further requested amendments with a view to being adopted at the EGM in June. Request from chairman that if a Director fails to resign, an EGM must take place within 14 days.

Our track, health and safety consultant John Symes (JS), has made various recommendations to the Board, some of which do not marry with legal advice that has been given that has, prematurely perhaps, been acted upon.

Holding an RTL is more or less all the medical declaration required, therefore the licence application forms will be looked into with JS advice prior to 2018.

We still await replies from LARA

A track inspection team is now being formed with Warren Beatty as Director in charge. There will be eight team members covering eight areas and it is intended to commence track inspections in April.

JS advises that an 'appropriate' number of marshals should be used at each post. This gives the Chief Marshal of the day the option to insist on more than one per post if he sees fit.

The disciplinary team will consist of Barry Holloway, Phil Sherwood and Emyr Evans with Martyn Tinker as Director in charge. Should a conflict of interest occur other Chairman's services will be called upon. The team's findings and recommendations will be passed to the Board for the final decision. Once the decision has been made Martyn will contact defender immediately by phone to make them aware. This will be confirmed in writing by email or post.

There will be no more than two scrutineering tags, blue and red.

Blue tagging is now complete and spread sheets have been sent out to all leagues and clubs showing blue tagging information – NO TAG NO RACING

KM then read out Scrutineers Report – Vernon Mckenzie

We will start the red tagging in May, the practicality of the paperwork and the time it will take to do each car will be tested before that, the idea will be to have selected people red tagging, hopefully in all leagues and areas.

The hope is that the only cost to NASA will be for the actual tags.

As discussed previously blue tagging is now complete, the tagging team are still quite busy with last minute tags being fitted, no car has raced without a tag being fitted and hopefully that will remain to be the case.

Already it seems that competitors are willing to accept that traveling to get a tag fitted is just something that has to be done, the tagging team will continue to help wherever possible.

I would like to suggest that NASA start charging for blue tags now that all cars are done, it seems that some people don't look after their tag, they have been sandblasted, painted, melted or just removed, a cost of £20 would stop some of this, make people look after them and also start to recuperate some of the money NASA has spent on the project, I would like this to start on May 1st. TG felt that new builds should not be charged, discussion took place what was classed as a new build? this would be open to abuse. KM to take back to board.

Discussions will take place today on rule books, the first meeting will take place before the end of April.

Also in today's meeting I will be asking for a scrutineering report, to be sent to me by the chief scrutineer after every meeting, txt, email or just a call is ok, a couple of scrutineers have already done it and it's very useful, it may help with consistency in the future.

Overall I'm happy with the department, there seems to be a lot of interest from competitors and very few complaints, common sense is being used by officials and we are certainly safer than we were 3 years ago, with seats, seat belts and roll cages all being highlighted during that time.

I have read the recently published stockhatch series rules, they seem fair and are based on NASA class rules.

I have concerns with NASA adopting any more classes, we have our work cut out with all the classes we have, rule books to write, and with any restricted class policing the rules takes time and resources.

I believe the popularity of the stockhatch class has come mainly from the soaring cost of class 2 over the last 5 years, we are in the process of reducing those costs with new restrictions for suspension for 2018.

I have other concerns that I will discuss in our meeting.

I feel this needs further discussion, maybe the board should be listening to reasons why they should become a NASA class as well.

Phil Rogers is looking into the possibility of having a big screen in the pits area showing the feed from the cameras.

A promotions team has been formed to be headed by Vernon and assisted by Warren, Phil, Martyn and Diane. – this was mainly to cover the NEC but clubs could contact them for help/advice regarding local events

Please can any clubs or leagues organising any promotional events please inform the Board so we can offer any assistance and ensure insurance cover is in place.

JS has indicated that spectators should be allowed in the pits area to enhance the spectacle of the racing experience. Once insurance advice has been received the wording in the member's handbook will be addressed for 2018. Discussion took place with regards 'reserved parking' / pits can be a bigger area if we are not restricting it to signed on members? – agreed this was something to look into in the future.

Likewise, JS advises that overalls are only required by competitors once they have entered the 'lanes' to race. Officials should wear high viz at all times and overalls when officiating in the lanes and track areas. Once we have insurance advice the wording in the members handbook will be addressed for 2018.

The Board require a report from the Chairman's committee regarding how they perceive the introduction and implementation of both Stock Hatch and F600s into becoming fully-fledged national NASA classes rather than the club class status they currently hold before they can reply to this request. Perhaps a Chairman's team could be formed to oversee, report and promote the anticipated for SH and F600s as National classes? HL said initially its just recognition ie details and information on the NASA website page /rules to appear on the NASA page Chairman agreed this was a must – DT to arrange.

7. Nationals 2017 TG reported all going well

8. Nationals 2018 EE reported once BAS in June was over work would commence, no new track was sought, Grandstand would be in attendance for better viewing, would be requesting the gate fee rises for 2018.

11. Correspondence:-

: Scrutineering for 2 separate days racing – N Thompson Scunthorpe Club – MA to discuss with Insurers

: Breatherlyser form for random tests – N Thompson Scunthorpe Club – Board to discuss if forms required for drivers who put themselves forward to be tested.

12. Log Book - nothing

13. AOB – DS asked how far the priority parking was going to go, ie costs BH said its not priority parking its reserved Discussion took place, general opinion was if people wanted to pay for it then let them.

PW asked why EA was not present for long at the last Directors Meeting KM said this would not happen again and that LT or EA would be welcome as before.