

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



Chairman's Meeting

14th October 2017

Venue: Metro Inns Birmingham Road, Walsall

Minutes

No	Name	Nominating League	Initials
00	Barbara Harper	Honorary member	BH
01	**Darrel Wasley	East Midland League	NW
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	**S Langley	MAP League	SL
09	Malcolm Cooper	North Western League	Absent
10	Martin Tinker	North Yorkshire League	MT
11	Lynn Thomas	Essex League	LT
12	John Lawson	Yorkshire League	Absent
13			
14	David Robins	East Anglian League	Apologies
15	Patricia Ashley	Shropshire League	PA
16	Peter West	CGTRO League	PW
18	Derek Linch	Kent League	DL
19	Phil Sherwood	The Dales League	PS
21		Northern Ireland League	Absent
22	Simon Jackson	Wiltshire League	SJ
23	Paul Meaney	Southern Ireland League	PM
24	Rob Rolls	Fenland League	Absent
25	Colin Read	Scottish League	Absent
26			
	E Ashley EA Chairman	D Tomkinson Secretary DLT	M Allen Treasurer MA J Parish JP
	K Matthews Director KM	P Rogers PR S Thomas ST	Dave Bennett DB H Luck HL M Mumford MM

- 1. Apologies** - D Robins
- 2. Minutes of the Chairman's meeting June 17**
No matters rising
- 3. Adoption of the minutes of the Chairman's meeting June 17**
LT – proposed SJ – second

4. Treasurers Report

(see attached)

RW asked if the 37 cancelled meetings was average – MA confirmed yes

EE asked if all his clubs need to pay even though they have one track MA said no all clubs have to pay.

LT confirmed CA do not have a track and they pay.

EA asked if any inclination on Insurance costs MA said no

PW asked if NS not having a track will put his leagues insurance up, MA said yes. EA confirmed NS will have a track all being well for 2019.

Day Licences can be used for next year as they do not have a date on them. PW asked if worthwhile RW/PS said they use them.

5. Membership / Licence report

(see attached)

142 down on members from this time last year. Final print out will be done shortly only a few more to add to the list but not large amount.

PW thinks the cost of racing going up so club racing effected.

DS his league up due to Penhow joining. RW has new members joining for next year in stock hatch.

LT asked why EA down and where have they gone JP said due to SN loosing track they have lost members and not really moved to other clubs just disappeared.

2018 dates for paperwork handed out (attached)

6. Directors Report

Nationals – the board felt both nationals were very well organised and presented, there was a few marshalling issues at the Mens that were resolved for the L&J Nationals, it was felt that the standard of driving at the L&J was much better than the mens.

Wef 2019 the L&J Nationals will return to the 1st weekend in September

BAS & UKAC dates/venues are now sanctioned and advertised

NEC negotiations are still on going – trying to work out a deal to off set the cost of the stand against live action.

The Board share concerns of members regarding the increasing costs of Tyres Vernon Mackenzie is in talks with suppliers and an update will follow asap

Due to Warren's ill health Martyn will take over health and safety in the interim.

All nominations for the AGM need to be with NASA Secretary by the 16th October this includes nominations and CVs.

The Board propose that all positions (not just directors) should be for a 3 year term ie Secretary, Chairman, Vice, Chief Scrutinnee, Chief Marshall etc an EGM will take place prior to the AGM to adopt this

Discussion round table regarding negatives and positives of this, **vote taken in favour 9 of 12 months 4 votes in favour of 3 years.**

The board would like to remind everyone that any incidents that take place at their meetings no matter how big/small should be reported to NASA in the relevant safety officer paperwork. The safety officer should ensure he receives a copy of all the incidents reported to the First Aid team too.

RW wants a copy of all documents so he knows if anything happening in his league.

SL suggested some paperwork should be on line. PM suggested a central system for all paperwork – KM agrees going forward. EE agrees safety officer paperwork should be a start. KM agreed to take to board.

The Southern League have applied to host the 2019 L&J Nationals, we await applications for the Mens.

SL asked what the host fees are, and wondered if that put people off for the L&J.

EE suggested NS club should look into it ?

EE said 2 years ago 3 leagues put in for 1 nationals, why didn't all 3 be given a long time plan. SL said Evesham put in twice and refused TG said Withington was a better venue. LT what if club circumstances change ?

Various disciplinary action has been taken against drivers whos cars failed post race scrutineering at the L&J Nationals all league reps have been made aware in emails.

RW has SV5 lost his points in BAS – SL confirmed yes. TG said the car was legal at qualifying.

Scrutineers report (attached)

TG said Vernon promised new rule books as part of his cv to be a director and still not happened SL said his league felt the same, other leagues agreed.

PR reported back that VM has been holding meetings once a month and they are finalising some new rules tomorrow they will be announcing on class 2 tomorrow and some other rules.

JP discussed an email going round/press releases regarding the EU directive that any mechanically propelled vehicle will need 3rd party insurance like any other car. NASA have sent a letter asking for motor sport to be excluded.

PM asked if brexit will effect Insurance in Ireland ? JP not sure.

Fixture Lists – JP handed out the fixture list forms for each league to take back and distribute to clubs within their leagues, they were sent via email too lastnight. – deadline 3rd November for dates to come in, this is urgent as MA needs it for insurance purposes too.

EE asked if any clubs had been refused a date ie structure the calendar better so local clubs don't clash JP said clubs should does this. NI have this issue at the moment and have been told to sort, and YAC YD SY WR always used to have a meeting to do this too but thinks that's fallen by the side. DS they also do that and most clubs local to him work together. Year planner handed out with big events shown.

LT asked before setting 2019 dates can the board look to see if the championships affect club racing after qualifying.

7. Nationals 2017

LT said in the Chairmans prior meeting there was discussions on Marshalling PM said the marshalls got disgruntled even the chief marshal agreed with his decision on one race but was told 'they have overruled me' PM discussed that one driver got a race overturned after coming to the camera room. PR said that the driver went to the camera room and was told to go away. PR said the chief marshal made the decision and still stands by it. PM asked why the decision was overruled when on track they were all in agreement PR said Chief Marshall looked at camera and made decision, PM/RW why was he called off. KM said he was told on the radio the decision was closed, PR this is where the breakdown happened it was not closed it was still being discussed. S Thomas was in the room and said he advised KM the decision was closed he was not aware that the chief marshal had not closed it, when Dave (Chief Marshall) looked on camera no one else was in the room and he came out and made the decision to re run the race.

EA said that everyone needs to work together all officials/marshals and League Chairman should take more responsibility and help out. PR said there is a lot of work for the Directors at present so League Chairman should assist ie like they are with Disciplinarys, there is not enough Directors now to do all the work. SL asked how many Directors were the board looking for PR said depends how many apply SL said that was not the right answer. JP said currently the board was agreed to run at 10. LT wanted it noted she offered to help at the Mens Nationals and was turned down.

EA said at the chairmans prior meeting they discussed that "complaints/information" should be run by the Chairman and did not need KM (or a director) EA said some drivers did not like KM attitude when dealing DS said that KM did not even deal with one of his leagues complaints was too busy watching racing. KM said that was not true and he was assisting EA as it was felt he was not capable.

8. Nationals 2018

EE confirmed that all was going to plan a one way road was being laid, camp fields would have names to assist people in knowing where to camp. It would be an up hill start. They were looking into having grand stands for areas of the field where viewing was limited, and or a trailer with a large screen.

9. Correspondence:-

- Barry Holloway email – attached

Discussed the idea of drivers only being allowed to complain 6 times in a season and each time they did complain a tick box in their licence was marked. It was discussed would this encourage those less likely to complain to do so if they had some unticked boxes – it was agreed for 2018 13 votes in favour of having 6 tick boxes in your licence.

With regards penalties for drivers receiving X number of black flags for dangerous driving – this could be discussed more before the 2018 season started, and try to work on the lines after each race meeting the chief marshal emails a

central point a list of black flags given and reasons and car numbers and a list kept to review and distribute between clubs.

- Paul Meaney email – attached

Discussion took place that some chairman feel they already commit a lot to the sport within their own clubs and attending meetings without being forced to do other tasks. It was discussed earlier in the meeting that there was room for assistance in some areas, but no one agreed it should be mandatory.

- Southern league - 'Where is the rule that states an official can be banned for blowing over the limit on a Breathalyser?'

Discussion took place with regards different rules that related to officiating/driving over the limit of alcohol. JP said there was not a clear penalty for an officially failing the test, but the disciplinary team felt the marshal who had received a 12month ban took a mandatory test, and was almost 3 times over the limit and imposed a 12 month ban like a driver would have got, if a driver was sat in their car with intent to race, the board backed that decision. PM felt as there was no clear penalty this was not fair DS pointed out had that marshall not got to an incident in time and a driver suffered because of it then where would that leave us.

10. **Log Book – n/a**

11. **AOB**

TG asked if NASA had a CRB policy HL gave an insight into type of issues that could arise. JP said that our rules state an under 18 should be supervised by an adult at all times, therefore an under 18 should not for eg be alone going to scrutineering. EE said SWL had a policy and would forward that to NASA. Also medical staff should be CRB checked and go to any on track incident so would be there not just with a marshal. Whilst it was not compulsory at present it would not be a bad idea for some club officials to take the check.

It was confirmed that JP BH KM were directors up for re election.

Meeting Closed

Scrutineering Report

Scrutineering at the men's nationals went really well, the fast track lane worked well for cars that had been checked by league scrutineers, there were some issues but nothing major, once again we concentrated on safety and class rules.

Prior to the event we had decided to carry out Scrutineering checks during racing, during this two cars were excluded for things that were outside class regulations, the offending cars had their points removed up to that time, and took no further part in the event. There were no failures in post race Scrutineering.

At the ladies and juniors event things didn't go so well, the standard of car preparation for this event is not the same as the men's, I'm not sure why but it became quite clear that we still have lots of work to do.

One thought is that because the men have to go through national qualifying the cars are scrutineered throughout those meetings, and any issues are found and rectified.

Once again Scrutineering checks were carried out during racing, there were no exclusions.

In post race checks four cars were excluded from the results, three on the day, and one during the following week after more detailed checks were carried out.

It became clear leading up to the nationals that the blue safety roll cage tags are not being taken seriously, most of the problems were sorted out before the day, tag numbers not registered to the correct driver or a change of race number not registered.

Clubs and leagues need to take more responsibility for this, making sure that every club member has the correct details registered only takes seconds, just print out the spreadsheet that is always available and tick them off as they are scrutineered, it may just be a reminder to the driver that they haven't updated the records.

The records can be updated on the NASA website.

Blue tagging is very steady now as all cars racing are done, this will change as new cars are built over the winter.

We are ready to start red tagging, it has been trailed and it works, red tagging will see each car scrutineered to a high standard by a team of scrutineers, when tagged the driver will sign an agreement with NASA to keep the car at that standard while it's in his/her possession, the tag will relate to the car and driver, the signed form will include some descriptions and pictures of the car, when the car changes owner a new agreement will need to be signed or the car rechecked, this will be time consuming and difficult to keep track of, but will lead to cars being scrutineered properly, something that can never happen at any race meeting, mainly due to time restraints and a shortage of scrutineers, ultimately it will only work if it is treated seriously, we estimate that this will take 3 years, initially the aim will be to have all cars red tagged by 2021, the advantage of having a car red tagged before that will be that only a few safety checks will be needed before a car can race anywhere including the nationals.

The main reason for red tagging not being well underway by now is, as mentioned above, drivers/owners need to realise how important it is to keep records up to date at all times, much of this responsibility must come down to the clubs and leagues, when this starts to happen, we will start.

It would be a huge achievement to have all cars racing at the 2018 nationals red tagged.

Disappointingly there will be no new rule books until 2018, over the 2017/2018 closed season this will be a priority, we have started, but due to a lack of input and time it has not happened, in the meantime any updates or new rules will be listed on the website, hopefully in a dedicated section where all updates will be listed and easily available, similar to the tagging sections.

There will be lots of discussion in today's scrutineers meeting about the future of various classes, experimental cars, and changes needed to keep alive certain restricted classes, anyone with any constructive ideas should contact the NASA team.

Vernon

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