**NASA Chairman’s meeting**

Phil Rogers entered the room to discuss the vote for Assistant Chief Marshal. At the NASA AGM, there was no Assistant Chief Marshal. Since then, Phil Preece and Mark Hill have presented themselves for this job. PR felt rather than having just one Assistant and vote we should have two. By doing this, there are then two candidates who can not only share the job but when the NASA Chief Marshal job is available, there will be two people with the knowledge of being able to go forward for this. The room was happy with this where DR proposed and SJ secondary. Twelve Chairmen voted in favour.

**Apologies** Darrell Wasley and Ernie Ashley are caught in traffic but will be attending.

**Minutes of the Chairman’s meeting October 2019:**

* DR asked if there is any update on the new NASA website? DT responded the new website is working a lot better, all feedback is welcome. When asked whether companies advertised on the website would be in the fixture book, DT responded fixture books and websites are separate.
* DR asked when are the new junior tests going to be in writing? GB explained this will be from today and is being discussed in the scrutineers meeting. BHo asked if chairmen will be briefed on this information? GB responded, all information regarding junior tests is being discussed with scrutineers, today and all information to be relayed back to clubs and leagues. SJ asked what happens for those who have already carried out junior tests? GB then read out an email from Vernon Mackenzie with instructions when carrying out the new tests. The scrutineer who is carrying out the test will be checking the safety of the new driver with parent or guardian. The form must then be completed, test carried out and signed off by the authorized person, this will then be handed in during sign on, on their first race meeting. The junior will then need to carry out the practical part of the test on the day of racing. When carrying out the test, the authorized person needs to make sure the junior is wearing the correct race wear of helmet, overalls, gloves, neck brace and arm restraints if required. They will then need to make sure they can fit into the car and their seat, check head height etc. but also making sure they are meeting NASA rules and seatbelts meet the rules and regulations. The seatbelt straps are to be at shoulder height. If using extensions on pedals, this can only be done on saloons and steering columns are not to be shortened. Door bars and side protection needs to be in the correct position with making sure elbows are 100-150mm below the top bar. Once scrutineer is happy with all checks, they will then sign the form. SJ asked any junior tests that have already been carried out and not using the new guidelines, do they need to be retested by the authorized person at the meeting today? GB responded yes. BHo do they need to display a black cross with yellow background? GB, yes. DR questioned the elbow position with door bars, GB, drivers are being raised in their seats. The rule regarding this was discussed. TG, if the car has been modified for a junior then an adult can’t race it? Altering the pedals, it wouldn’t be suitable for an adult to race. GB couldn’t see why adults couldn’t race vehicle as they wouldn’t be gaining any advantage but will clarify with DT. BHo, email from Vernon did explain juniors only. GB, both can race with modifications if a junior and an adult sharing, but not if only in adults’ class. PW, for the practical driving part of the test, are juniors escorted round for two monitored laps? DR, they should be escorted. DT discussed about them being escorted by following a recovery truck. GB to speak with Vernon to clarify this but believes it’s the safety officers’ decision.
* BHo discussed how many times you can present your car for scrutineering at a meeting, last chairman’s meeting it was discussed once but according to the rule book, it’s the scrutineer’s discretion? PW if you present your car for scrutineering and it’s illegal you had intentions to race it. Therefore, shouldn’t be given the chance to change and present your car again. DR, this happened at a race meeting, able to change the illegal parts and present themselves again. Because one being able to do this, others were able to follow. GB discussed at the last meeting but no support from other chairmen. To be taken to next directors meeting to make this a rule for 2021. DR why it couldn’t be introduced for 2020 Nationals? Looking at rule book, BHo this can be introduced this year. GB what happens if you haven’t signed on at the nationals? DR if that member has taken part in national qualifying and presented themselves to race then they should be allowed to race. DM if someone is not allowed to race due to being found illegal, what happens with that allocation? DR the reserve car in same league to take that place. SJ if a car has been found illegal then allocation should then be taken away from league. RW this is a positivity of preseason scrutineering. GB car was legal when preseason scrutineered but since been modified. RW agreed the league knows when presented for preseason scrutineered, the car was legal.
* PW Do NASA now have a safeguarding policy in place? GB this is in the agenda to be discussed.
* BHo discussion within MAP league how TG recommended watering the start line and track. This should be a recommendation not compulsory. TG agreed and should be recommended to non-experienced clubs and leagues.
* GB asked SN issue at their BAS round, member who raced but not signed on has been resolved? SN dealt with as a club.
* DR what is happening with stockhatches now they are a NASA class? DT they won’t be at the Men’s Nationals this year as promised their own Nationals for 2020. GB NASA are currently and have been busy sorting new age limit on juniors. Once progressed, they will then look at stockhatches. NASA have eleven directors now this will help with progression. DR read out minutes from the previous meeting stating if a car has been adapted for head height etc. then an adult can’t race that car. GB this was discussed at October 2019 meeting but since has progressed with new rules from NASA.

DW and EA arrived where GB explained the new Assistant Chief Marshals. RW noted he had received a CV from Phil Preece but not Mark Hill.

**Adoption of the minutes of the Chairman’s meeting October 2019:** Proposal Pete West Secondary Dave Mansfield.

**Treasurer/insurance report:**

* MA gave everyone a copy of the income/expenditure for 2019. All invoices have been sent to clubs for 2020 race season.
* The new Insurance company has been paid for the season.
* 2019/2020 NEC expenditure is in the paperwork given to all chairmen; NASA spent less money on the NEC this year. Instructions for breathalyzers are enclosed. BHo questioned the figures for NEC and championships for 2020 MA this is money paid out for 2020 Nationals last year
* MA explained all personal accident claims are closed. The excess for NASA public liability insurance will remain at £2,500, unable to get this reduced. TG is this was due to Southern Ireland? BHo with the excess increase in excess due to Ireland, could we have two insurance policies? One for Ireland one for UK? MA the insurance companies want to insure all clubs under one policy. GB do all leagues contribute to help pay for the excess? BHo NASA have enough funds to help clubs. Chairmen were asked if all in agreement with NASA paying, all in favour. DW NASA pay and end of the year clubs pay a contribution? EA was it was difficult to get insurance to cover southern Ireland clubs? MA yes. DR clubs all aware of excess increase and to set aside these funds. All clubs can have a copy of the insurance policy sent to them. PW in paperwork it’s not stated spectators can go in the pits? MA insurance company are aware they can. PW written down that spectators are prohibited from the pits. GB should this be reworded? DT the pits isn’t a restricted area, but room concerned the pits are stated as a restricted area. MA If the board are saying its not restricted then its authorized. PW still concerned and should be checked and in writing. DR how do you police no alcohol to be sold to an official at race meetings? DW no bars to be open during the day at two-day meetings? GB this is covered with breathalyzing. PW fuel should be kept in a safe environment, spectators are allowed in the pits how are we covered with insurance? GB via the board. CJ signage in the pits explaining entering at your own risk. BHo if there is an injury to race member of public, are we covered with insurance? MA yes with public liability. If a marshal is injured, they are covered with marshal’s insurance. Need to be signed on as official. GB if club members are signed on and an altercation takes place where one is injured; unable to claim against each other under public liability insurance. DM gloves are to be worn, not everyone wears gloves when racing? recommendations for all racing apart from juniors where they are enforced. Garreth Hankey’s accident was discussed where he claimed for personal accident.
* Lengthy discussion on hire plant machinery, MA if any machinery is hired from NASA, covered through NASA insurance. BHo incident that took place at Birmingham wheels and the machinery that majority clubs have is homemade, is this covered through insurance? MA anyone using this to be signed on the official’s sheet. BHo if any incident happened with the machinery then all responsibility is on the chairmen of the day. DR incident at Birmingham Wheels Stadium, tractor driver is charged with manslaughter. DR are all legal fees covered with insurance? MA yes.
* All committee members are sent to NASA. DT outside agency/members to sign on the IN3 form. Lengthy discussion about club and committee members, BHo are officials and committee members are separate? Every member to be an official for using track machinery including breakdowns. DT any member who works on track must be signed on official sheets. GB all chairmen to explain to clubs and leagues, all members are signing on the correct sheets. BT can signing on sheets be simplified into one? MA no due to insurance. DM if your signed on the official sheet, you are covered with legal costs? MA yes. BHo all marshals are to sign on the marshals and officials’ sheet. GB all members are to make sure they have signed on the officials sheet at any NASA sanctioned event.
* Hiring plant machinery discussed at length, MA and DT explained any plant machinery hired in from a farmer or company, the driver being farmer of from the outside company would need to sign the IM3 form as they are not covered with NASA insurance.

**Membership/license report**: BH membership is up by 329 compared to 2019. Is this due to the juniors age reduction of 10-12-years? Currently there are 35 new 10-12-year-old juniors.

**Chairman’s report:**

* Darrell Wasley’s email was discussed, after Garreth Hankey’s incident last year, his license was locked in the race truck and was racing alone. Should any drivers’ medical conditions and emergency contact information be made easier to access? Could there be a card driver wears or written in the car? Room felt if you have a medical condition, it’s the driver’s responsibility to tell an official when signing on. GB there is a junior within his league who has diabetes, always tells an official when signing on. DW more concerned the license wasn’t available at the time for emergency contact details. When Garreth had his accident, he wasn’t unconscious but couldn’t relay vital information to paramedics. GB when racing on track, people don’t have their licenses with them, however with how sociable racing is, most people know who they are and their family. GB why notify anyone straight away? DW as a club, they didn’t have the information to inform family and notify correct people. As a club, introduce a system to make this more accessible, maybe a sticker inside and outside of a driver’s helmet with all relevant information. SJ do we hold all licenses when signing on? GB this was an awful incident, but the responsibility goes to members, liable for themselves and to be stipulated to members. TG good idea is to put sticker in helmet. DM you need to think of data protection.
* David Mansfield email was read out, if track layout hasn’t changed, do we need to send in yearly track layout plans. This could save time and paperwork. GB yes; all clubs are to send yearly track layout plans to NASA.
* A second email was read out from David Mansfield asking what NASA insurance covers as we only receive a certificate. This was discussed earlier, and chairmen can email Margaret Allen to request a copy of the insurance policy.
* GB discussed The Autosport Show at the NEC. Do NASA have a break from this but after a successful response with their stand to what has been looked at the best year, GB feels we should continue with this success. NASA will contact the organizers earlier this to get a better deal, unfortunately organizers don’t contact till nearer the time. SJ will the short circuit part of the show continue in the future? This is seen as getting smaller each year. GB organizers enjoy having the NASA stand and encourage to have us there as each year. BHo membership is increasing so the NEC is seen as a positive. Lengthy discussion whether we only do two days as the clientele is very different for Thursday and Friday. SN Mcgill who attends the NEC will be having a trade stand at this year’s Men’s Nationals.
* NASA reps Facebook group was discussed, it’s felt the response on the page is poor. This is looked at as a positive form of communication and information to chairmen. GB would you prefer Email or a WhatsApp group? BHo the Facebook page creates a discussion, even in a smaller group is positive. GB chairmen have opinion within the room but won’t communicate within the Facebook group. TG agrees with others opinions and comments on the group therefore doesn’t comment.
* GB discussed an email that was sent by NASA expressing a representative from all leagues are to attend the Safety Officers meeting or you may not be able to race. Some chairmen saw this email as bullying and indirect. We want lots of clarity from NASA and to be told but then others see this as bullying. EA spoke to DT explained the wording may have been incorrect. This was directly from the board and are unsure how else to express and get important information across to clubs/leagues. BHo saw both opinions, but reps need to attend the meetings. TG after a discussion within the league, all felt the email could have been more subtle. BT and other chairmen couldn’t see an issue with the email. BHo the first NASA meeting should be made mandatory especially for scrutineers and safety officers. RH all representatives need to attend the meetings to be aware of new information like the junior tests. More time needs to be given for people to know they need to attend the meeting as the mandatory email only came out last week. SN when you sign up to do a job, you know you are to attend these meetings. RH wants to be at every meeting but with travelling from Ireland, prices can be expensive. GB all chairmen are to make sure all information from NASA meetings are relayed back to leagues correctly.
* Barry Holloway’s email was read out asking what’s the difference with a member’s and a mechanics license? After a discussion, a member’s license was for aged 12-16 years old so they can commentate and help in race control but unable to officiate. This is the same for over 16’s. Mechanics license you could go into the pits and officiate. PW within their league they charge for mechanics licenses but not for non-racing members who work. BHo can we dispose of mechanics licenses as pits are now open? BH this couldn’t be changed for 2020. GB how do you stop under 16 going onto track? This will be taken back to the board. The room felt it is the Chairman of the day’s responsibility to make sure 12-16-year-old members don’t go out on track. PW how would this stand with insurance? GB will take this to the board to be discussed.
* Anthony Read’s email was read asking when a process for implementing new rules, an infrastructure is needed. It’s felt when a new rule comes out, there is no back up information until the last minute. GB any new rules are discussed in meeting’s prior for up to 12 months. This then goes to the board, we discuss this in the chairman’s meeting, insurance is looked at and then goes to the scrutineers. Any additional information needed, and rule amendments is discussed at meetings so this can take longer. AR should be a criteria when a new rule discussed. GB chairmen at these meetings make the decisions then goes back to the board. BHo there were lots of ideas put forward for new juniors, these were to be thinned down before sending out for others to look at before any decisions were made. AR gave the tyre rule as an example where members were told there were plenty of tyres out there but there was a shortage. Infrastructure wasn’t there when this rule came in. GB this was no fault of the board, it was the tyre manufacturers. This isn’t paid work by the directors, it’s all voluntary. DR with more directors on the board is positive in these situations. DW with decision making, the steps used need to be made more clearer for members. RH with a limited number of chairman’s meetings a year, decision making takes longer. DR the Facebook group is positive for everyone communicating. GB sending the agenda out two weeks prior to a directors meeting meant any questions can be answered for the next chairman’s meeting. RH asked to be added to the Facebook group. PW was asked how he wants to be communicated? When responding with email, GB asked if he could reply to them, so he has acknowledged them. GB asked the room when you see any posts on the Facebook group, please acknowledge by either replying or liking the post that’s been advertised.
* Clarissa Johnson sent an email asking if NASA have a safeguarding policy in place, this will be discussed in the directors report.

**Directors report:** See attached

**Nationals 2020:** GB asked Radford club how planning the Ladies and Juniors Nationals was progressing? MA they are working through the Nationals file. The track will stay the same but have a different layout. GB will it be publicized well? MA it will be on Facebook. Due to weather conditions, we are unable to start any track work. KH we have secured a main sponsor, planning is going smoothly, and the club is working well together. When asked whether they needed any class sponsors, they are always looking for sponsors.

**AOB:**

* GB discussed red tagging and preseason scrutineering. It’s felt preseason scrutineering is recommended for everyone. BHo do you need a red tag for the nationals? GB no you don’t. BHo the MAP league doesn’t agree with preseason scrutineering. What happens for any cars that aren’t ready in time? GB they can be scrutineered on the Saturday. BHo but they may not be able to be red tagged as no time. DT cars are checked more thoroughly at preseason scrutineering than at a race meeting. GB the waiting time to get scrutineered at nationals is a lot less if you have been preseason scrutineered and red tagged. When holding a preseason scrutineering event, make sure everyone is signing on. SJ if the signing on sheet only has one name on there, does the club keep this or send to relevant person? DT keep it in case there’s an incident.
* The October meeting has changed to 17th due to clashing with Somerset meeting.
* The number of officials being breathalyzed was discussed with 5% being officials and 5% drivers. PW if a marshal goes out on track halfway through a meeting, will they be breathalyzed? The breathalyzing is done in the morning. PW if that marshal has had an alcoholic drink and fails breathalyzing what happens? GB they will receive a ban. RH everyone to be breathalyzed? GB unable to do this due to time.
* When filling in your RT12 forms, please don’t add any reserve meetings.
* NASA need a host for the Men’s Nationals 2021. RH would people be willing to travel to Ireland? Majority responded in favour.
* SN can the start time be changed for the Men’s Nationals to 9am? If you fail the noise test, this will be very strict with possibly only one chance given. Will be taken back to the board for time to rectify. DT the start times are different at Nationals due it being the National Championships and not a BAS or UK. TG can this be taken to the board? GB will take it back to the board.
* F600 chairmen was present at the meeting and asked the room their views on F600’s becoming a NASA class. GB thanked him for coming today but we need more information regarding F600’s and intentions to take to the directors. This can then be discussed for chairmen to then take back to their clubs and leagues. DT when chairmen voted for Stockhatch to be an entry level class, remember it affects your national allocations. DR you can’t tell members there unable to have more classes based on national allocations. DL how many F600’s there are in country? There are approximately 80 mainly based in Yorkshire area. DR have we stipulated how many we should have in country before they come into the nationals? GB there isn’t many class 4’s? DT where they based now, will they travel? BHo do we have a minimum number of cars per class for national allocations? GB will take to the board.
* GB discussed since being in this position for three months, he has found directors get treated disgusting. Vernon mentioned in an email about the board being slated by a Chairman. We vote the directors in and then they get slated. BHo agreed but some directors don’t act like directors at meetings and need to learn their positions. GB understood this and this needs to be worked on and we need to behave in the correct way. Were all passionate about the sport but you should respect the directors. SJ explained he had an issue with a director at his meeting and the attitude and behavior he received from a director was appalling. GB reminded the room directors are not paid to do this work and they should have more respect. BT asked can you discipline those members? GB responded if the abuse is on social media yes.
* TG can bullet points from the meetings be sent out for chairmen to take back to their meetings? GB yes this has been discussed between myself and Callie.

Meeting closed 13:57