

**Record of the “ACTC on Tour” Meeting
Held on Sunday 13th January 2019
At Fromebridge Mill, Whitminster.**

Present:

ACTC Chairman, Vice Chairman & Secretary

15 members representing Stroud & District MC & Ross & District MC.

Carl Talbot, ACTC Chairman, opened by thanking everybody for coming to the meeting.

Carl then held up diagram **A** indicating a structure of the trials world and asked the meeting if they thought this was correct?

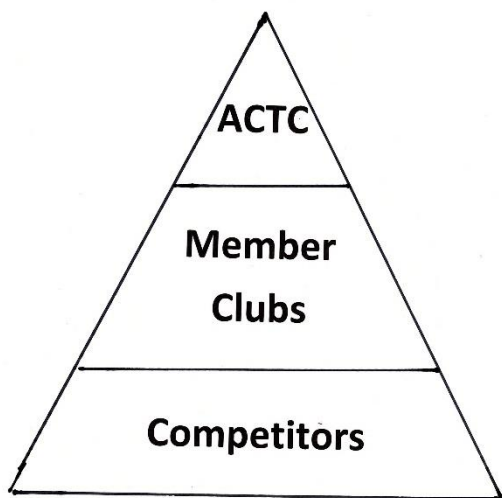


Diagram A

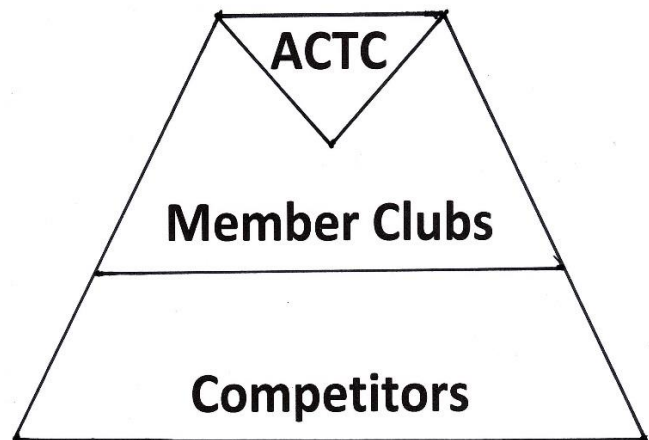


Diagram B

Everyone agreed that Diagram **A** did reflect the conceived structure with ACTC at the top controlling everything.

Carl then showed the meeting diagram **B** which Shows ACTC in the same segment as the Member Clubs and explained that the ACTC Officers have no power to make or change rules but were facilitators helping the Clubs to make things happen. Although the ACTC Officers can suggest changes which might help the sport in general, as can any person involved in the Sport, Only the Member Clubs could validate changes by voting according to their members wishes at an ACTC meeting. If at the end of a vote the count of votes indicates a draw, then the Chairman has a casting vote.

The reason this point was emphasised was because some competitors have been under the impression that the ACTC Officers have been introducing and enforcing rules which were not wanted by the majority of the competitors.

The following points were then raised from the floor.

1. The perceived high costs of trials entry fees.

One reason for entries dropping off could be the inconsistency in Competitor's insurance costs. It was suggested that the ACTC should handle the insurance in the same way as the ACU handle the motorcyclists insurance in so much as they would arrange the insurance for all Clubs and hopefully with the extra

bargaining power could get a reduction in the cost. It was explained that some clubs have opted not to use the group insurance but instead using the older forms of higher cost cover. ACTC have no power to force Organising Clubs to use the group insurance. The question was then asked why the group insurance had increased from approx. £5.00 when it started to around £8.70 now. It was explained that the tax on the insurance had gone up which certainly accounted for some of the increase, but even at £8.70 this insurance was much cheaper than the older type insurance cover arranged through a company such as REIS at around £18.00 per trial. Another big advantage of the group insurance was that Event Organisers knew for sure that all competitors had legal Third party insurance cover should there be any claim, whereas with some insurance cover offered by competitor's own car insurance policies might not cover trials when it came to the crunch. It was asked if anybody knew of any claim being made on a competitor as a result of an accident on a trial and if any difficulty had been experienced but none were known. It was also suggested that M-UK should be asked to increase the insurance cover they offer to clubs to cover both on-road and off-road activity.

2. ACTC Information is not being passed down to the grass roots of the sport.

This fact alone was thought to be a large contributory factor for competitors thinking decisions and rule changes were being made without proper consultation. It was felt that one reason for this situation was because Club Delegates were not reporting back to their Clubs and even if they did, the Clubs did not pass on the information because the emphasis of the club was much more towards speed events and not trials. This begs the question if trials competitors would be better off being a member of a club concentrating more on trials? **(Please also see Item 6 regarding information sharing).**

(It was mentioned that this problem might have been true in the past but now that the Minutes of every ACTC meeting is put on the ACTC website anybody can get access to them.)

3. Another reason for the drop-off in entries might be due to cost and time involved. Although Trialling is still the cheapest form of motorsport it still impacts on people's family budgets and also on their family time.

4. Is the fact that some cars are becoming too competitive encouraging Clerk of Course's to set out tougher sections?

It was suggested that the tougher sections were too hard for a lot of potential entrants who struggled to see the top of any section on a trial severely impacting on their enjoyment. On this subject it was also mentioned that some trials set out to stop both Classes 7 & 8 by adding too many restarts, etc., and this has put off some Class 7 & 8 drivers from entering.

5. The subject of the meeting then turned to Class structures.

5.1 Should X90s be moved to Class 3?

5.2 Should MGFs be moved to Class 5?

5.3 Is it fair that in Class 7 Kit Cars which are very controlled in their specification should have to compete with cars modified beyond limits?

It was agreed by all that everything possible should be done to make sure all competitors enjoyed their days sport.

6. Each Class should have their own Representative reporting directly to the ACTC Technical Committee.

A very strong case was put forward for individual Class representation. These representatives would collect information and deal with matters which didn't affect other classes. They would also make sure all those who enter in that class would be made aware of any discussions which might be going on that could affect their class.

7. The best way to increase entries is to encourage back out those who have trialled in the past and already have a prepared cars.

This should affect entries quicker than trying to bring in new people although effort in this direction should be continued.

8. Some Trials have (or had) the reputation for being too rough.

It was felt that once any trial had this reputation it takes a long time for them to lose it.

9. The trials calendar is too busy at certain times of the year.

This was mentioned as a reason why some trials suffer lower entries.

10. Are there too many events in the trials calendar?

To this end the question was also asked if there were too many Championship events. It was also stated that Clubman events have detracted from the Championship, although they have helped those who for health reasons can no longer get a competition licence.

11. Pressure should be put on M-UK to allow ACTC trials Championships to run without the need for a competition licence.

ACTC Championships should enjoy the same relaxation of the need for a competition licence for their events that other grass-roots motor sport already enjoy.

12. Is the ACTC Championship still valued by Competitors?

After some discussion it was suggested that perhaps the Wheelspin Championship was causing more problem than it solved, without it (in other words just the Crackington Championship) would put more emphasis on Class winners, perhaps with annual Class Championship winners.

13. Only two ACTC meetings each year meant that any changes take too long to implement.

Is there a way of speeding up this process?

14. Most competitors at the meeting felt that ACTC should continue to help Clubs survive and prosper.

Although the best way of doing this wasn't identified.