

**The Annual General Meeting of the ACTC will be held on
Sunday 2nd September 2018 starting at 14,00hrs.**

At the Majors Retreat (formerly Portcullis Inn) Tormarton (near. M4 junc. 18) NB: delegates will be able to purchase lunch from approximately 12.30 pm, and tea will be provided at the meeting.

AGENDA

1. Apologies for absence.
2. Approval of the Minutes of the Meeting held on 8th April 2018.
3. Matters arising from above minutes (not covered in items below)
 - 3.1 The nomination of Margaret Wheatley as Treasurer.
 - 3.1a Barbara Selkirk has volunteered to continue as Company Secretary for 2019
 - 3.2 We still don't have a Championship Monitor.
 - 3.3 The position of Marketing/Publicity Officer still unfilled.
4. "ACTC Going Forward". (See Attachment 1.) Chairman.
5. ACTC Finances – Time for a Change? (See Attachments 2, 3 & 3a.) Barbara Selkirk.
6. Restart Report Pat Toulmin
7. Website Report (GDPR) James Shallcross
8. Proposal for a Best Practice Database (See Attachment 4.) Fell Side AC
9. MSA Trials Committee Report Simon Woodall
10. Rights Of Way Report Andrew K-Brown
11. 2019 Championship Schedule (See Attachment 5.) John Bell
12. Championship Reports
 - 12.1 Championship Car Stats (See Attachment 6.)
 - 12.2 Championship Entries 2013 to 2018 (See Attachment 7.)
 - 12.3 Proposal Ref. Regional Championships (See Attachment 8.) Fell Side AC
13. Motorcycle Entrants in ACTC Events.
 - 13.1 Proposal From Fell Side AC ref M/C sub Committee (see Attachment 9.)
14. Proposal from Fell Side AC that the Durham Dales should become an ACTC Championship Round.
 - 14.1 Report from John Bell (See Attachment 10.)
 - 14.2 Report from Ian Alderson (See Attachment 11.)
 - 14.3 Report from Frank Anderton (See Attachment 12.)
15. Car Class Structures.
 - 15.1 Proposal regarding LSD in Class 1 from Fell Side AC (See Attachment 13.)
16. Date, time & place of Next Council meeting

PLEASE PRINT AND BRING A COPY OF THIS AGENDA and Attachments TO THE MEETING.

Bill Bennett

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14 Attachments Version II

Reflecting on this year as chairman, and noting a general undercurrent of malaise and negativity these past few years surrounding the ACTC, I recently called a meeting of the Officers of the ACTC to try and formulate some suggestions to put to the member clubs for discussion prior to this September AGM, to see if we as an organisation, can try and create a more positive and productive future for the ACTC.

What brought this into focus was the declining number of ACTC championship contenders, [it seems largely brought about by the dual permit and clubmans events, as overall Trials entries are not declining to any great extent] and the related situation this decline in championship contenders raises with regards the overall funding of the ACTC.

I think it is important to re-iterate that the ACTC is an organisation of Clubs, and as such does not represent individuals. It was broadly created to inform and help, where possible, organisers of Classic Trials events. To bring co-ordinated conformity to the basic rules and regs. of Classic Trials, such that individual competitors could be confident in complying on entering events on a national level.

I feel, without a doubt, that the ACTC has successfully fulfilled its role.

This then begs the question, why the undercurrent of malaise and negativity around the organisation ?

My thought is that in these times there is even more need of an organisation to represent Classic Trials nationally, be that at the MSA or via the likes of LARA at governmental level .

To this end I would like to suggest a new mission statement for the ACTC:

'ACTC - working for the future viability of Classic Trials'

We need to raise some fundamental questions for discussion, both individually and within our member clubs regarding the structure and ability of the ACTC to fulfill this new mission statement.

Hopefully clubs can condense these discussions and bring them to the September AGM either as separate proposals or for discussion around the points raised below.

I am hoping that this will generate some new enthusiasm for people in the sport to get involved, through their clubs, in securing a positive and secure future for Classic Trials.

Two initial question to put to the member clubs:

1. - Is the suggested 'mission statement' a worthy goal for the ACTC to strive for?
2. - Is the ACTC in its current format suitable to fulfilling this mission statement?

We identified 3 main areas to put to the clubs for discussion prior to this September AGM:

A. - Voting at ACTC council meetings. [currently one vote per club]

Suggested new 4 [or drop top tier for 3] tier structure, which more correctly represents the clubs organisers and membership numbers within the ACTC.

Tier 1 = Clubs with multiple Public Highway Classic Trials = 4 votes

Tier 2 = Clubs with one Public Highway Classic Trial = 3 votes

Tier 3 = Clubs with Single Venue Classic Trial = 2 votes

Tier 4 = Clubs who do not run a Classic Trial = 1 vote

B. - Financing of the ACTC.

Accounts/budget to be split into two types of income and expenditure, split between Governance costs and Championship costs.

Any Championship must be self funding such that there is no financial burden on ACTC Governance.

ACTC clubs subscriptions should be linked to the above 3 or 4 tiered voting structure.

C. - Structure.

A suggested 3 tier organisational structure.

3 x Directors - Chairman, General Secretary and Treasurer/Company Secretary.

[quorum at AGM/General meeting = 1]

6 x Electoral Officers - 3 Directors [see above] + Motorcycle organiser/representative, Car organiser/representative and Marketing Officer

[quorum = 4, inc.1 director]

Various club representatives are asked to fulfill the other jobs within the ACTC, e.g.

Championship scorer, Restart editor, bookkeeper, ROW officer, Webmaster, etc..

No limit on numbers, jobs can be broken down into manageable sizes.

[quorum one third number of member clubs]

A suggested time frame would be to aim for any discussion to be completed at the 2019 April/May Council Meeting, to be voted in at the 2019 September AGM , ready for 2020.

Since becoming the Treasurer for ACTC in 1999 when the club had zero in reserves and not enough money in the bank to pay for the championship trophies for the previous year, the method of raising funds from clubs and championship entrants has not changed. For 2018 each club pays £60 a year for championship events that invite bikes & cars and £45 if the club only invites cars. ACTC now has a healthy £5,000 fighting fund and £2,000 working capital balances in the bank. Championship car contenders pay £17 bikes £11 per annum.

It has been suggested by several clubs that the both the voting and funding structure should change. It is proposed as a suggestion by the officers that these changes should be in line with the number of events a club runs in order to achieve the new mission statement 'ACTC - working for the future viability of Classic Trials'.

This is the officers suggestion for clubs to discuss at the September AGM to satisfy the call for ACTC restructuring by linking voting and funding together into a Three tiered structure.

Tier 1 Clubs that run a Public Highway Event pay

Eighteen clubs 3 council votes each and a annual subscription of £60 a £15 increase for those clubs who only invite cars to the event (Airdale & Pennine, Bristol, Camel Vale, Exmoor, Falcon, Fell Side, Holsworthy, Launceston & North Cornwall, MG car club, Middle England Classic Vehicle Club, Midland Automobile Club, Minehead, North Devon, Ross, Stroud, The MCC, Torbay, Woolbridge)

Tier 2 Single Venue Classic Trials event(s)

One club 2 council votes each and a annual subscription of £57.50 (Windwhistle)

Tier 3 Clubs that do not run an event

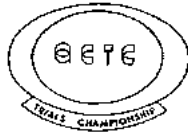
Seven clubs annual subscription of £55 (750, Pegasus, Dellow, Eastwood, Morgan SCC, VSCC, VWOC(GB))

In addition ACTC Officers propose for clubs comment to change the charges for entering the championship in line with the option to receive Restart electronically as follows -

Championship contender	Cars & Bikes with electronic Restart issues	£11.00
Championship contender	Navigators with electronic Restart issues	£ 4.00
Championship contender	Restart electronic 4 issues a year	£ 4.00
Championship contender	Paper Restart 4 issues pa	£17.00
Restart only	Paper Restart 4 issues pa	£11.00

The attached budget for 2019 shows how the figures could work based on above.

Any annual loss up to £300 maximum per annum to be absorbed from ACTC reserves – any changes to be agreed by a majority vote at ACTC council.



2019 - Budget Income & Expenditure ACTC Ltd

Budget

Income

Clubs - 25 @ proposed increase £46	25 @ £46	1,150.00
Motorcycle Championship Clubs	13 @ £16	192.00
Advertising income		140.00
Restart only - assume 24 paper (20 members & 4 for archive) copiese x £11		264.00
Championship Bikes	8 £11	88.00
Cars	65 £11	715.00

2,549.00

Expenditure

Restart paper copy & postae x 24 copies at £11 inc postage		264.00
General Secretary's expenses		55.00
Championship stickers		72.00
Trophies engraving		200.00
Trophies replicas		375.00
Meeting room hire	May	125.00
Meeting room hire	Sept	125.00
Postage for Championship Monitor		0.00
Limited company ongoing expenses		13.00
LARA Subscription		300.00
LARA Fighting Fund 2015		1,000.00
MSA annual Fee £78 +£150		228.00
Championship regs		25.00
Web Site Fasthosts		0.00
Awards Presentation		0.00

Total Expense

2,782.00

Profit/Loss for year

-233.00

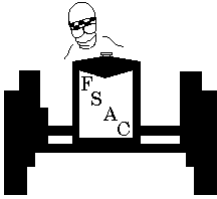
Loss set against rese

BUDGET 2020

				Number Estimate	Subscription £ per annum	Total	Governance	Championship	Change for 2020
Income									
Club Subscription	Tier 1	Camel Vale, Stroud, The MCC, Holsworthy Airdale & Pennine, Bristol, Exmoor, Falcon, Fell Side, , Launceston & North Cornwall, MG car club, Middle England Classic Vehicle Club, Midland Automobile Club, Minehead, North Devon, Ross, Torbay, Woolbridge		4	62.50	250.00	250.00		Subscription increase £2.50
Club Subscription	Tier 2			14	60.00	840.00	840.00		Subscription no change
Club Subscription	Tier 3	Windwhistle		1	57.50	57.50	57.50		£2.50 reduction
Club Subscription	Tier 4	750, Pegasus, Dellow, Eastwood, Morgan SCC, VSCC, VWOC(GB)		7	55.00	385.00	385.00		£5 reduction
Championship cont€ Cars with electronic Restart issues				60	11.00	660.00		660.00	£6 Reduction from £17
Championship cont€ Bikes with electronic Restart issues				10	11.00	110.00		110.00	No change
Championship cont€ Navigators with electronic restart				20	4.00	80.00		80.00	£4 Reduction from £9
Championship cont€ Restart electronic 4 issues a year				5	4.00	20.00		20.00	£7 Reduction from £11
Championship cont€ Restart paper copy 4 issues				20	17.00	340.00		340.00	No change
Restart paper copy posted 4 times a year				12	11.00	132.00		132.00	
Advertising income				4	35.00	140.00	140.00		No change
TOTAL INCOME						3,014.50	1,672.50	1,342.00	
Expenditure									
Restart paper copies Herts & postage 4 issues per annum						340.00	340.00		
Restart paper copies Herts Archive 2 copies						132.00	132.00		
General Secretary's expenses						50.00	50.00		
Championship stickers						72.00		72.00	
Trophies - replicas & engraving Balancing figure						534.00		534.00	Balancing figure to bring championship costs to zero
Meeting room hire split governance 2/3rds				May		125.00	85.00	40.00	1/3 for Championship
Meeting room hire split governance 2/3rds				Sept		125.00	85.00	40.00	2/3 for Governance
Championship regs						25.00		25.00	Not required in 2018
Scrutineering Noise meeture acilibration						130.00	130.00		
MSA annual Fee / championship registration						135.00	78.00	57.00	MSA Annual Subs & championship charge
LARA Subscription						300.00	300.00		
LARA Fighting Fund						1,000.00	700.00	300.00	1/3 for Championship
Secretary Expenses						20.00	20.00		Not required in 2018
Limited company ongoing expenses						13.00	13.00		Companies house FEE
Intenet hosting charges - zero thanks to James						0.00	0.00		
Awards Presentation assumes breakeven/no ACTC cost						0.00		0.00	
Total Expense						3,001.00	1,933.00	1,068.00	
Profit/Loss for year						13.50	-260.50	274.00	Loss up to £300 maximum per annum to be absorbed by savings unless agreed at ACTC council Efforts to be made to increase advertising revenue/LARA donations

FELL SIDE AUTO CLUB LTD.

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29 July 2018

Mr W Bennett,
Secretary,
ACTC

Dear Bill,

Re: Agenda items for the ACTC AGM 2018

Would you please add this proposal to the agenda for the AGM:

Proposal

That the ACTC should prepare and provide 'best practice' database on planning and running a classic trial.

Reason for proposal

Because there is a lack of standardised information on planning and running a classic trial.

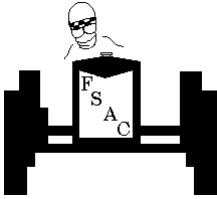
Benefits of creating a database

- 1. To provide new clubs with all the best information required to plan and run a classic trial.*
- 2. To give established clubs a reference, to check they are doing it right.*
- 3. To assist club officials with handover of responsibilities at any stage during trial preparation.*
- 4. To ensure communication with official bodies (eg. Section 33, ACU & MSA) is done at the right time and with the right information.*
- 5. To simplify and standardise trial entry format for competitors.*

How to create a database?

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Experienced member clubs should provide information on database sub categories to a nominated ACTC representative or panel, for distillation into a working document

Yours sincerely

Derek Reynolds,
Secretary

ACTC Classic Trial Car Competitors 2013 to 2018

		2013	2014	2015	2016	2017	2018
Clee Hills	Nat.B. + ACTC		63		38	22	0
	Nat.B. no ACTC				?	4	0
	Clubman				32	31	0
	Total		63		70	57	0
Exmoor	Nat.B + ACTC		33	37	29	14	18
	Nat.B no ACTC				?	8	5
	Clubman				?	1	4
	Total		33	37	29	23	27
Cotswold Clouds	Nat.B. + ACTC	80	80	80	48	36	30
	Nat.B. no ACTC				?	9	12
	Clubman				39	32	34
	Total	80	80	80	87	77	76
Northern	Nat.B. + ACTC	36	31	36	17	11	10
	Nat.B. no ACTC				?	3	3
	Clubman				19	12	13
	Total	36	31	36	36	26	26
Torbay	Nat.B. + ACTC	48	55	58	38	17	14
	Nat.B. no ACTC				?	5	7
	Clubman				18	26	15
	Total	48	55	58	56	48	36
Kyrle	Nat.B. + ACTC	59	44	47	37	29	
	Nat.B. no ACTC				?	8	
	Clubman				?	9	
	Total	59	44	47	37	46	
Yorkshire Dales	Nat.B. + ACTC	45	46	53	29	18	12
	Nat.B. no ACTC				?	5	3
	Clubman				21	21	17
	Total	45	46	53	50	44	32
Taw & Torridge	Nat.B.	34	39	39	34	27	
	Clubman				0	0	
	Total	34	39	39	34	27	
Exmoor Clouds	Nat.B.	28	28	26	18	23	
	Clubman				0	0	
	Total	28	28	26	18	23	

Tamar	Nat.B. + ACTC	40	53	51	32	15
	Nat.B. no ACTC				?	10
	Clubman				12	15
	Total	40	53	51	44	40
Hardy	Nat.B.	42	44	41	33	
	Clubman				?	
	Total	42	44	41	33	
Allen	Nat.B. + ACTC	70	77	75	41	28
	Nat.B. no ACTC				?	14
	Clubman				24	28
	Total	70	77	75	65	70
Camel	Nat.B.+ ACTC	47	47	61	22	21
	Nat.B. no ACTC				?	6
	Clubman				27	23
	Total	47	47	61	49	50

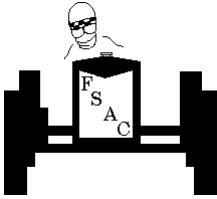
Over the last 5 yrs the number of competitors entering the above trials has not changed that much, but in 2017 only an average of 44% of trial competitors in each trial had joined the ACTC Championship.

Championship Entries 2013 to 2018

Year	Cars	Bikes Championship	Bikes Regional only	Nav
2013	105	13		15
2014	103	11		19
2015	101	13		24
2016	84	8		19
2017	79	12		24
2018	65	8	4	20

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29 July 2018

Mr W Bennett,
Secretary,
ACTC

Dear Bill,

Re: Agenda items for the ACTC AGM 2018

Would you please add this to the agenda for the AGM:

Regional Championships

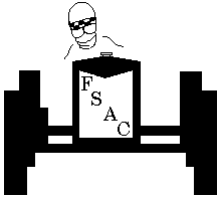
Fell Side Auto Club was instrumental in proposing a discussion locally on a Northern Championship some years ago, with a view to attracting new competitors to compete in trials in the North of the country. Subsequently we were supportive of the ACTC's initiative in setting up Regional Championships as they fulfilled our original requirement. At the time we were not aware of the MSA's rule stipulation that any competitor in a championship must have a competition licence.

We feel that Regional Championships do not fulfil our original aim for them. To attract prospective competitors to regional trials and to enable all entrants to be part of a Regional Championship we would like the ACTC to discuss the issue with a view to asking the Associations Trials Representative to take the issue to the MSA and change the ruling that prevents those without a competition licence being included in Regional Championships. This would also tie in with the new MSA's Chief Executive, Dave Richards, wish to develop motor sport at grass roots level.

Yours sincerely

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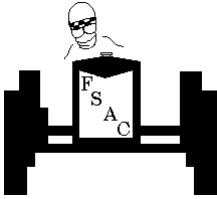
Derek Reynolds,

Secretary

Chairman: Myke Pocock 01228 530555 Treasurer: Fred Mills
Competition Secretary: Myke Pocock 01228 530555
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29 July 2018

Mr W Bennett,
Secretary,
ACTC

Dear Bill,

Re: Agenda items for the ACTC AGM 2018

Would you please add this proposal to the agenda for the AGM:

Proposal

That the ACTC should elect a sub-committee for motor-cycles. It is felt that these competitors interests are under represented at present

Yours sincerely

Derek Reynolds,

Secretary

DURHAM DALES CLASSIC TRIAL

Report for inclusion in the ACTC National Championships

After running for 4 or 5 years all the sections in the Durham Dales Trial are now classic trial sections and the trial is no longer a mixture of various motor sports events.

The trial has a variety of classic section, none too difficult, but competitors could easily be caught out as can be seen by the range of scores. Cars 1 to 53 and Motorcycles 0 to 59. Both sets of results had a good mix of classes.

The route book was good but the narrow motorcycle copy would be better if the printing could be made bigger for next year. The route signing needs to be improved for next year, the junctions had coloured square route markers but they were in very light colours and fixed to existing posts. These square route markers are difficult to see unless they are made from brightly coloured correx and fixed to individual pegs in the verge. This can be easily rectified for next year.

The start venue was good with a good café serving breakfast. The trailer parking at the start was adequate for this years number of entries. More parking signs and a parking Marshall will be needed to control, hopefully, a greater number of entries in future years.

After section 9 competitors could drive through Stanhope ford. Vehicles driving through the ford produced some good photos for advertising next years event.

There was a very good Burger Van at the lunch halt near section 12. Each competitor got a free burger or bacon sandwich provided by Middle England Classic Vehicle Club.

The event has progressed over the last few years and is now being organised to a standard that in my opinion is suitable for inclusion in the ACTC National Championship.

The organising team is very keen and hard working and want to keep improving the event.

Also the event has now been approved by the MSA as a National B event.

Having another championship event in the north, and in a new part of the north, will encourage more competitors to compete in classic trials and hopefully also enter the ACTC Championships.

John Bell

Durham Dales Classic Trial 27-05-18

Firstly I would like to thank the organizers, marshals and helpers for such a good event.

The entry form process was remarkably smooth and simple to understand, help and assistance was on hand with contact numbers and email address details easily available.

The route book was good and we were informed of late changes due to a road closure.

I would like to thank Bernie Pugh for going out of his way and making an extra trip up to Park Station on the Saturday night to do scrutineering for those of us who had travelled and were staying locally overnight. This must have eased the scrutineering process on the morning of the event.

The starter was a very keen chap and held us until the very second of our start time.

All the marshals were on station by the time we arrived at the sections and they took control and managed competently.

The trial team took time to make sure people did not forget to sign off at the end.

Overall a well run event and I commend Bernie and his team.

Ian Alderson 07403 757793

81 Newton Rd
Billinge
Wigan
WN5 7LB

To the MECVC
ref Durham Dales Trials

3rd June 2018

Dear Sirs

I competed in the above event on the 27th May and wish to congratulate your Club on a good days sport. I have ridden in this event since its inception and each year you have sought comment on the event and eliminated negative feedback, thereby producing the good event of this year. Its a shame other Clubs don't always follow suit. As you know, I have had a life time of riding trials – the good, the not so good and the 'never going there again'.

The route this year was good, discounting of course the County Councils failure to complete their work on time. However you reacted quickly and competently with a suitable amendment. It was the right length and the route book easy to follow. Its a shame the only open filling station is so early on the route but this basically beyond your control. You made this clear in the route book before hand, so those with small tanks could make suitable arrangements.

The sections were very good. One has to recognize that you can only select from what is available and I feel you made a good selection. There was a good spread of severity, from 'cleanable' by the whole entry to the more challenging to produce a winner. All were 'cleanable' by good riders and all were easy to make an error in – there was some good judgement and thoughtful input by the CoC.

The marshals all seemed well briefed, competent and friendly.

The results are clearly presented. There is one small error. Tim Pitt was in class X and should therefore have not featured as joint second place – a mistake also made by other Clubs.

In summary I would say it was a truly well run event and encouraged me to enter future events run by your Club. A real curmudgeon could nit-pick to find fault, but that's true of nearly all events and you are open minded and willing to welcome feedback. A lot of good work went into producing this trial and I look forward to next year.

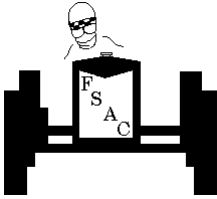
Thank you – the whole team.

Yours faithfully

Frank Anderton

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29 July 2018

Mr W Bennett,
Secretary,
ACTC

Dear Bill,

Re: Agenda items for the ACTC AGM 2018

Would you please add this proposal to the agenda for the AGM:

Proposal

Class 1

It is our opinion that the introduction of LSD's into Class 1 has done little to attract some competitors into a class that will undoubtedly develop over the coming years due to the availability of vehicles that are within the budget of some entrants. The addition of the requirement to add in the expense of a LSD to be on a par with some Class 1 competitors may turn some prospective entrants away. In addition, at present, there is no easily visible way of detecting from entry lists if an entrant does or does not have a LSD fitted. To be able to gauge the effectiveness or otherwise of the fitting of LSD's, to be able to perform a meaningful survey of the results within the ACTC's 4-year trial period and to attempt to attract entrants into the class without having that additional expense.

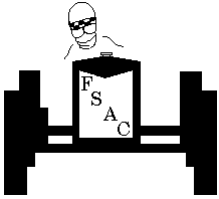
We propose:

That any entrant into Class 1 is asked to specify if they have an LSD fitted and that it is stated on any entry list and running order. In addition, we propose the introduction of a split Class 1, with Class 1A (non-LSD) and Class 1B (LSD). This to be adopted by all clubs running trials that are a part of the National and Regional Championships as soon as practicably possible.

Yours sincerely

FELL SIDE AUTO CLUB LTD.

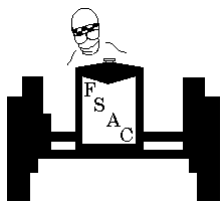
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Derek Reynolds,

Secretary

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29 July 2018

Mr C Talbot,
Chairman,
ACTC

Dear Carl,

Response to ACTC Bulletin, July 2018

At our AGM we discussed your proposals in the Bulletin, and we give the following response:

1. We decided that the word 'viability' didn't add anything to the statement and that 'ACTC – working for the future of Classic Trials' would be better.
2. Basically, a conditional Yes but could do with some reform – see below and we feel that the MSA does very little to promote grass roots motorsport.
 - A. We propose that there is 1 vote per club that organises a Classic Trial and no vote for any club that fails to organise a Trial for successive years.
 - B. We agreed that any Championship should be self-financing and not a financial burden on the ACTC Governance.
 - C. Without clarification of this item we propose that the current structure stays in place.

Yours sincerely

Derek Reynolds,

Secretary