

The withdrawal of our events from the ACTC calendar.

Firstly, I would like to thank John Bell, Bill Bennett, Simon Woodall and Dean Partington for all their support over the last few years as they have guided and supported M-ECVC, but to no avail on the car entry side of the event last year. We only had twelve cars doing the Dales which is not cost effective by any means, so at the debrief in April it was yet again on the agenda 'should we as a Club run the Cars in 2020?' Benny and I did push to give it one more year, but I did say I would not carry any loss from the car side of the Dales and neither should the Bike Competitors as they have their own Championship now.

It is a shame that after all the work that has been done to promote car trials in the North East, that we did not get the support from other clubs and car competitors. Competitors said that as it had turned into a proper event for cars, not just up a hill and reverse back down again as some. It flowed with one section leading to the next and any competitor that couldn't clean the section being towed or pushed out of it so they kept on route.

Comments come back to mind when we first proposed running in the North East off one when he lived up here ( it's not a Car Trialling Area ) and others suggested that this year we would be lucky to get two or three more entries from the ACTC Championship's. Despite offering a full refund to any cars that withdraw due to damage at a prior event, we still only have one car entry to date. As a result of this we as a Club have decided to pull the car side of the Durham Dales from the ACTC Championship and not run a car event this year. This will give us more scope for the bikes to have more and better sections as we don't have to accommodate the cars.

Now regarding the Bikes. All three of the M-ECVC Championships will run for 2020. Last year we had two other clubs running rounds of the M-ECVC Championship (Fellside and Airedale& Pennine). Both clubs did ask for rounds of the 2020 Event but with Graham Lampkin and Myself trying to resolve issues regarding class structure with the ACTC and originally Graham being told to be in their championship we had to have their classes in the regulations and use them even though the ACTC does not give class awards, just one overall winner. This would of gone against all that we had been told by you the competitors and the classes we had agreed with many of you. We decided to pull the Bike's from the ACTC Championship as well even after we had sorted these issues with the ACTC but have left it as an invited to all ACTC clubs. We were pleased to see they did take on some of our suggestions as in free to enter championship for all. But then it got silly as in seat height instead of spindle for length and yet another B class. With length you can't argue but seat height would be confusing with padded seats, different tyre pressures etc. You can see were I'm going and apart from that, M-ECVC have engaged with bike riders and the ACU to get classes that are easy to police and give every class a chance. Above all a cracking day out. Graham had one competitor question about us not having the SR's regarding tyres in the regulations and saying they would not enter as for ACTC you need the SR's in, but as he was informed the reason it was omitted from the regulations was that we had to wait for the new ACU book being issued as there would be an amendment to the Tyres. After we had spoken to the ACU regarding this matter, they have amended the tyre regulations for 2020 and they are happy for us to run the tyre choices specified in the Dales regulations. I'm hoping the amendments have been made to all other regulations to incorporate the new tyre SR's as this can only help the sport we all support .

Bernie Pugh, M-ECVC Chairman.