

**MINUTES AGENDA  
MID SUSSEX MCC  
ANNUAL GENERAL MEETING (2018 season)**

The Crowsnest, East Grinstead  
On 30<sup>th</sup> November 2018 at 7.30pm

In attendance, Paul Roeton, Chris Lawrance, Tony Clements, Ben Hobden, Martyn Paget, Sharon Clements, Karen Conway and Julie Dade.

Paul welcomed everyone and thanked them for taking time to come to the AGM followed by apologies for Sandy Evans, who has now stood down due to illness.

Paul opened with The Chairman's report advising we'd had another good year, with good racing and attendances.

The Treasurers report followed, Paul explained that for the last part of the year he's been covering for Sandy. The Club currently has £19,637 in the bank although there are a couple of items that still need to be paid out / come in, once this has been finalised the club should have over £20,000.

During the year the club purchased new laptops for the timing system and due to the emissions zone being expanded we will also need to acquire a new club van. We're planning to purchase a timing screen for riders to view on the day timings directly from the timing system.

Any amendments from the AGM will be updated within the Club Constitution and will be uploaded for members to view.

Paul thanked the 2018 Committee for all their hard work and dedication through the year and requested everyone stand down as per the Clubs Constitution. (This also applied to the Chairman, Club Secretary & Treasurer roles as their elected 2 year terms were now completed).

Paul invited the members present to vote on the committee members that wished to remain in their current roles for the following year. All re-elected. Paul – Chairman (further 2 years), Ben - Steward, Karen – timing. Those present were advised that obviously there are now positions available on the committee if anyone was interest in being Club Secretary, Chief Marshal and Clerk of the Course. No nominations.

The role of Treasurer needs to be an existing committee member and as Sharon has been on the committee for the past 5 years, but is now unable to fulfil her old role of Chief Marshal at every meeting, Paul put Sharon forward for treasurer. Those present agreed and voted her in.

Kelly Roeton was put forward for the role of Membership Secretary. Kelly Roeton was voted in as Membership Secretary.

2019 Committee are currently as follows:

Paul Roeton - Chairman

Vice Chairman – provisionally unallocated

Club Secretary – provisionally unallocated

Sharon Clements – Treasurer

Karen Conway - Chief Timing Official

Kelly Roeton – Membership Secretary

Ben Hobden – Chief Steward

Chief Marshal – provisionally unallocated

Clerk of the Course – provisionally unallocated

Paul's been speaking to someone who may be interested in taking on the role of Club Secretary, he will confirm as soon as possible.

Next year the role of Chief Marshal will be an easier job, the committee had previously discussed to propose a new way of collecting marshal payment. This will be discussed later in the evening.

The role of Chief Track builder needs to be covered. No-one offered, although Jamie Stocker said he would chat with Paul, but not at the AGM.

Committee items on the Agenda.

#### Committee

Now the club is even bigger than before there's a lot of on the day stuff that needs to be covered. These roles do not have to be committee roles, but extra people are needed to aid to the smooth running of meetings. It was put to the members that if anyone is interested to please let a member of the committee know.

#### Help

Members present were advised that the Pick-up jackets will continue to be Phil Hollamby's role Paul advised those present that the following people would also be attending the meetings:

As there were no tenders for the burger van, spares van, photographer and ice cream van these will remain the same for 2019.

#### Membership

Membership for 2019 will run the same, £40 first member, £10 for any additional direct family members living at the same address. Cousins, uncles etc are not classed as direct family. Membership forms will go out as soon as Kelly can sort the new PO box address. As previous years, existing members will have 6 weeks to request membership (via the form and by post to the Membership secretary) to keep their existing race number in the same group. After that it's a first come first served basis. However, as an existing member if you are moving up a group where no-one had your number for 2018. Providing you apply (via post to the Membership Secretary) within the 6 weeks you will be given priority for the unused 2018 race number.

#### Dates/Venues

We are trying to avoid the Nationals and the Maxxis, GEST and EKSSC. Although there might be a couple of clashes, the calendar is not fully in place yet, Paul needs to speak to EKSSC about dates. The British GP at Matterly Basin is being held on the 24<sup>th</sup> March, so we will have to start our race season a week earlier than normal on the 17<sup>th</sup> March.

We will endeavour to avoid the 2 stroke 2 Day Festival to enable our riders to attend.

Same championship qualification applies, 10 rounds out of 12 rounds to count towards end of year championship. Reserve rounds will be put in to try to keep to 12 rounds. However, in the event of losing a round/rounds the qualifying criteria will be adjusted pro rata.

Paul advised we've got a date at Canada Heights, and Wroxton and that he is in talks with another good venue, and will confirm when he has further details.

### Booking in

When booking in opens up, it gives members 2 weeks to book in. Going forward we will NOT be allowing people to book in after close the event. It isn't just a case of opening up to let late entries book in, this causes extra work for the committee, for each extra rider. As marshalling and transponders have to be input manually into the system, and paperwork has to be reprinted. 2 weeks is more than enough.

### Marshalls

We are hoping to simplify the marshalling. We'll be keeping the team of marshals but will also require additional marshal volunteers if people want to get paid. However, although Sharon's system worked for her, the new person may not want run it the same. Upon speaking to other clubs they incorporate marshalling in the entry add price.

The proposal is, we add a small amount to all entry fees for every rider. This would alleviate collecting on the day and help speed up the signing.

Sharon's system was if you had one rider, you paid £20 approx 50% of the year, with 2 riders you paid approx 65% and for 3 riders 75% of the year.

Anyone marshalling/doing a job would still receive £20 for half day and £40 with lunch for all day.

Anyone with more than one rider who does a job as a marshal duty, would now be refunded the money they paid for marshalling on all their entries for that meeting, along with any extra money to bring it up to £20, marshal money|(half day). Therefore, they would be better off than on the old system. Someone doing the start gate set up as a marshal duty would only get their marshal payment back, as they are only there for up to 1 hour, they wouldn't get the additional funds to bring it up to £20, but still be up as they are refunded the marshal payment. A ½ day marshal receives £20, which wouldn't be fair for 1 hours work. For instance East Anglia and Norfolk and Suffolk entry fees including marshal fees are as follows, Adults £50, all youth groups £45 and Autos £25. This would be an increase of £14 on our youth and adult groups. We will charge less than this, although we do not have a figure yet for the added fees, we're still working this out.

Matt Dade asked how we'd know who gets paid. It would be anyone assisting the committee that would consist of half day or all day assistance. For the likes of Josh (Hollamby) who comes along to help, his name would be on the database and he would still receive £20 for half a day or £40 plus lunch for all day.

The Chairman asked for the members input and all agreed the new system would work.

### Pick ups

Being on track as a pick up is a privilege not an ACU ruling. Each pick up is given a marshal point to assist fallen riders in that area, but as some points are further away from the start a lot of pick-ups huddle in the center of the field instead and watch their riders. This is not fair on the other pick-ups or the riders. They would be the first to moan if their rider wasn't picked up because someone was at their point. We will be clamping down on pick-ups not being in position. Anyone not where they should be will be given a warning and if the rules are not followed their bibs will be revoked.

### Start Gate

Carl Jackson has advised that various auto and junior parents are pushing the bikes off the line and even holding the bike as the gate drops then letting go. This causes the riders to wheel spin and veer off course, many have looped or crashed out. Being on the start line is not an ACU ruling but Mid Sussex allow it as a good will gesture for the younger riders. We will be policing this more in 2019 and if rules are not adhered to this will stop.

### Groups

These will remain the same for 2019. Members haven't added it to the agenda for discussion. 125's group worked well in 2018 and hopefully the ladies group will pick up as we know there are a couple of other lady riders interested. The VMX group has been very competitive during the year also.

Rob Cappa thinks the VMX should be for the VMX and slow riders. VMX means veteran riders, other clubs have over 35's, with us also having the over 35's it works well for the Compass Cup event. If a rider is under 35 but slow it means he has to ride with the Open group it is no longer called the "A" group. However, having the A & B (as they were) separated Open and VMX is a fairer system. Paul mentioned that a member's parent raised a concern at the beginning of 2018 via email to the secretary, regarding the safety of the new set up. She was concerned that there was a safety issue with slower and faster riders being in the same group and faster riders having to pass slower riders that they may lap earlier in the race and at greater speed. Paul explained this is no different to all of the youth groups where riders do not get to choose between a slow or fast group as there are only single groups per class and that other groups have, at times, shown a greater difference in lap times between first and last place riders with the lead rider also posting faster lap times than the adult open group. Paul also explained that all adult riders hold the same licence category and all groups are run in accordance to the ACU rulebook. We do have vets that are fast and ride in the Open group for a better race. Unfortunately, there are not enough hours in the day to run anymore adult classes. We shouldn't split the adults any further when we don't split the kids groups.

Paul Maxwell commented that the ACU have staged levels of riding as they have experts and Juniors. It was put to him that all adults hold the same license, therefore with Mid Sussex having the 2 groups works for the majority although not for all. If we went back to A & B groups, where we'd gain some we'd lose others because of sandbaggers. As this wasn't put on the agenda by a member, groups will be staying the same.

### Trophies

We give top 10 for autos, top 6 in Juniors, small wheel and big wheel. This assists with ordering as we know we have to order 28 per meeting. Ordering in advance is difficult to gauge because by the time the on line entry closes, trophies have already been ordered. But as it's good for the younger riders to get a trophy we will in future give trophies /awards to all auto riders, top 10 juniors and top 6 small and big wheels.

### 2 day meetings

We had one 2 dayer this year, but is a bone of contention with some people who only want to ride one day. We usually run 3 blocks on 1<sup>st</sup> day and 2 on the 2<sup>nd</sup> day with all blocks counting towards an overall trophy. Setting up the system for booking in for a 2 dayer with the option of riding one day is very time consuming for the person approving as we have to keep amending the numbers that have booked in for the first day, both days or just the 2<sup>nd</sup> so we don't over subscribe. The same outgoings still have to be paid, ie toilets, machinery hire, track hire and marshals, therefore knowing the money has been paid for the weekend allows the club to know exactly how much the weekend is going to cost. If riders book in and only want to ride one day then that is their decision. It was suggested that we run both days as championship rounds. This cannot be done as there would then be an uneven number of races with the 2<sup>nd</sup> day only having 2 blocks which means everyone who attended the 2<sup>nd</sup> day would probably drop the same round. A discussion about reserve rounds followed with a suggestion of having a reserve round in the middle of the year. Upon further discussion it was agreed this would not work for the following reasons, if we set up the round and then didn't need to use it members may have wanted to go on holiday or race elsewhere and hadn't because of the potential of a championship round. We may be lucky enough to not have to cancel a round prior to the reserve mid season and would then have to cancel the reserve instead. This idea was rejected.

It was put to the members that maybe we could have Canada Heights for a fun day, as with Canada Heights attendance will always be good because of the track. If we could get it for a 2 dayer the committee would do it for the members, but we'd need the commitment from the members to attend both days.

Paul mentioned he is working on a fun meeting incorporating another ACU club. To be discussed later in the evening. The meeting would be a pairs meeting.

Andy Coleman suggested that our 2 dayer could be run as a pairs meeting. We discussed the options and agreed on 5 blocks, 3 on the 1<sup>st</sup> day being a championship, 2 blocks on the 2<sup>nd</sup> day with the points from both days going to the pairs overall. Rider picks would be done out of the hat but with the slower riders in one hat and the faster riders in another. Will not pair 2 fast or 2 slow together. To be refined.

### Compass Cup

The meeting ran well and with the excellent decisions from Dave Edwards and Chris Lawrance we pulled it off. Out of the groups the Auto's were the best. If it was a standard club meeting it might not have worked, but being the best riders from each club it did. Mid Sussex gained their best result because our warriors not giving up on the Sunday, well done to all of them. Although some other clubs weren't so lucky as their riders left the event due to the conditions.

We applied to Sidcup to hold the Compass Cup at Canada Heights next year, and had the back up of Sidcup Committee. Although it would have been a big expense as the meeting is now a prestigious meeting we thought it worth while. However, unfortunately Sidcup have had to reject due to there only being 4 dates left after the MX Nationals were booked and they couldn't give us the last 2 days. Paul is looking at Sherwood and has been in talks with them. Not sure about the viewing areas though for spectators. Sherwood does have 2 dates that have been allocated to turn up and ride days, and might put them together to make a 2-day meeting. Other suggestions followed. The ACU team event was held a few years ago at Blaxhall Pits, but this would be in EASSC and Norfolk and Suffolks favour as they race therethrough the year. Culham, in view of recent serious accidents on track, a number of medic companies are refusing to go there. Would make it difficult to get cover although its great viewing and a great paddock.

Dan Johnson suggested Foxhill now that a lot of work has been done on the track. Problem with Foxhill is its hardpack and should it rain as it did at Wroxton it would become very slippery, we need an all weather track and a venue big enough for 320 riders. Wheldon is an option but we are pencilled in at Sherwood who have had Nationals there so we will continue to look into this.

Paul has also email Dixon, but hasn't had and doesn't expect a reply.

Rob Cappa asked about Wildtracks. They were advised, it's a hard track to man from a committee point of view and more people are needed on track than any other track because of the layout. Dont think the pits would be big enough either.

Rob asked if we have a Championship round at Wildtracks this year. Paul said we don't have but there might be a meeting there. Going back to what he was saying earlier. We are looking at holding a pairs meeting with another ACU Club at Wildtracks. There would be practice on the Saturday, BBQ and go karting Saturday night and pairs racing on the Sunday. There would be 20 riders per club per group open to members of both clubs for the first week. The start of the 2<sup>nd</sup> week would see the event open to visitors. This event is separate to the Championship. Rider selection would probably follow the selection suggested for our meeting with slower riders in one hat and faster one a second with one being selected from each.

## Other business

### Courses

There are clerk of the course and technical seminars coming up on February 2<sup>nd</sup> & 3<sup>rd</sup>, if anyone is interested please let a committee member know so we can book a place. Carl Smye interested.

Compass Cup entry criteria came up some riders were upset for not being asked as they finished in the top 5. The entry criteria is NOT top 5. This year it was 5 riders per class (any 5 riders) but 4 of them had to have attended 70% of the rounds run by the individual clubs at the cut off date. The last rider (wildcard) has to have completed a minimum of 2 rounds, but all riders have to be full members of the club they are representing. Entry criteria is shown on the regs for the meeting and each team manager knows the criteria. One rider from Mid Sussex was not chosen for the event, the manager (Mid Sussex Committee) had to look at various things such as the commitment of each rider, unfortunately we could only take 5 riders per group and as a result some riders had to be left out. This is in no way personal, it was an uncomfortable choice. The rider chosen actually topped the Small Wheel group so turned out to be a good choice.

Mid Sussex face book page Official Mid Sussex will be deleted on Sunday 1st December and we will now use "Mid Sussex Motocross Club". Paul has been sharing anything put onto the new page with the old page to keep members informed.

Rob mentioned that he couldn't find the date of the AGM on the website and thought we agreed last year it would be kept up to date. The website manager has been extra busy with work and has not kept it 100% up to date. Will endeavour to keep updated next year.

Tony Clements asked who was going to be doing the transponders now that he is stepping down. Ben Hobden volunteered for this role.

Race fees (except for the marshal fee) will stay the same as will marshal payments.

Dates will be sorted as soon as possible and members will be advised via website and facebook.

Our provisional dates mean one National will clash with Mid Sussex, but that can be a round that anyone attending the National can drop from our championship.

Venues so far are Rusper and Shermanbury we have a commitment to the land owners to enable exclusivity to Mid Sussex to keep these as our own tracks. Iden and Wroxton will also be on the calendar and possibly Sellenge. Someone asked about Staplecross. We have asked but we are unable to use this track. Canada Heights will also be on the calendar, along with another very good track if talks that Paul is currently having come off.

Phil Hollamby asked if we could switch dates at Shermanbury / Rusper with another club and vice versa. If we were to do this and there was a problem with the other club using our track it would come back on us and could jeopardise us using in future. Not a good idea.

It was brought up that at last year's AGM the committee said they wanted to revamp Rusper. We explained that we had approached the land owner during the year. We would have the cost of machinery, but the biggest expense was that the landowner wanted to charge us £50 per load of fresh dirt that we would bring in, but he also wanted to supply said dirt. The committee were reluctant to do this in case the dirt wasn't of a good grade. It could turn out to be part dirt and part rubble, which wouldn't be good for the track or riders if big boulders were inside.

Shermanbury was then bought up. Unfortunately, every time we ride at Shermanbury we have to notify the council. We have 14 days use a year and if anything is left at the track it is classed as an additional day. This is why we have to completely take down the whole track after every meeting.

We had one occasion where due to torrential rain a toilet was left at the track for 10 days as the truck couldn't in to remove it. The council tried to take away 10 days usage out of the 14. We'd love to be able to turn the track around but we are very restricted as jumps etc need to stay the same and any changes to track layout would have to go through the council for their approval.

Milton Malsor was then discussed. New people are now running it, but after our meeting this year, everyone was very disheartened. Even members who didn't book in, heard how bad the track prep was and now no-one would probably travel that distance in case it was as bad again.

Paul again thanked all the committee for their help and dedication over their time as committee members and reminded the members that we need a chief marshal and secretary.  
The meeting closed at 9.18pm