

**MINUTES OF THE MEETING OF THE TECHNICAL COMMITTEE OF THE ACTC
SATURDAY 25th JULY 2015 AT 13:00 hours.**

AT, THE ROSS & DISTRICT MOTOR SPORTS CLUB, ROSS-ON-WYE.

Present:

Simon Woodall	President
Giles Greenslade	Chairman
Stuart Harrold	Hon. Secretary
Barry Kirton	MCC
Dudley Sterry	MCC
Pete Hart	Class 7 Co-ordinator
Carl Talbot	Stroud & DMC Rep.
Tris White	Camel Vale MC Rep..
Apologies: Stephen Bailey	Motorcycle Co-ordinator

Item 1.0 Discussion/Review of modifications allowed to be made to production cars (Classes 1, 3, 4, 5 & 6). with particular reference to Blue Book J.5.1.

- 1.1 There was extensive discussion on this item. This will be an agenda item at the September 6th Council Meeting to note that there is an ongoing review by the ACTC Technical Committee of modifications allowed to production car classes, with particular reference to Blue Book J.5.1. Competitors should be made aware that this is happening.
- 1.2 The ACTC will seek a change to T10.6.1. T10.6.1 currently states, "There are no restrictions on engine tuning, providing the cylinder block is of the same manufacturer and configuration as the original." We will seek an addition to this that will state, "and available during the production life of the vehicle".

Item 2. Review of Tyre List and Discussion on Latest MSA/BTRDA Tyre regulations.

- 2.1 The MSA have indicated to the BTRDA that they 'can do what they want' but it will not be MSA policy
- 2.2 ACTC Tyre List. Pete Hart thinks that a tyre list is really the only way to go. There are lots of 'rubbish' tyres and obsolete tyres on the list but some competitors have a stock of very old tyres. In fact the list is quite simple.
- 2.3 There are two tyres causing concern. The Kingpin K4S and the Kumho KL78. It is recommended that the Kingpin K4S and the Kumho KL78 is taken off the list, effective 1 Jan 2017. Reason, both tyres are considered too aggressive.

Item 3. Class 8, Reduce the Maximum Tyre Profile to 165.

- 3.1 After long discussion it was decided that there was no compelling reason to recommend this.

Item 4. Competitors Making Changes to Suspension Set Up After Scrutineering.

- 4.1 It was felt that no action was required. The 'Blue Book' covers this in section J3.1.2

Item 5. Moving Ballast Position During the Trial and After Scrutineering.

- 5.1 The definition of ballast is, 'Weight that does nothing else'. The rules are that you cannot move ballast. All spare parts, equipment and consumables must stay in the car and must be 'safely' stowed. The existing rule T is anomalous and needs clarification and including Class 8 cars.

Item 6. Fitting Type 9 Gearboxes to the Dutton Melos.

6.1 The Type 9 gearbox is allowed in a Marlin and it was agreed that it should be allowed in a Dutton Melos

Action: Update Melos kit car specification. Pete Hart

Stuart Harrold

Hon Secretary, ACTC

Revision 1, 13th August 2015