

**MINUTES OF THE MEETING OF THE COUNCIL OF THE ACTC
SUNDAY 10th MAY 2009 AT 2.00 pm
THE MAJOR'S RETREAT, TORMARTON**

Present:

Robin Moore	President & Launceston & NC MC
Simon Woodall	Chairman
Barbara Selkirk	Treasurer & VWOC GB
Stuart Harrold	General Secretary
Chris Phillips	Championship secretary
Andrew Brown	Rights of Way Officer
Pete Hart	Class 7 Co-ordinator & Bristol MC
John Blakeley	Scrutineer
Stephan Bailey	Motorcycle Co-ordinator
Mark Tooth	Bristol MC&LCC
Nigel Moss	Stroud MC
Richard Andrews	Ross & District MSC
Neil Forrest	Ross & District MSC
Terry Mattin	Holsworthy MC
Jim Wood	Holsworthy MC
Rodney Murch	North Devon MC
Tristan White	Camel Vale MC
Colin Harris	Morgan 3 Wheeler Club
Alan Foster	Vice President
Barrie Kirton	MCC
Jonathan Toulmin	MAC
Pat Toulmin	Restart Editor
Bill Bennett	MGCC

23 persons present, 11 member clubs represented.

These Minutes follow the order of the agenda numbering:

1. APOLOGIES FOR ABSENCE

Brian Osborn – MGCC, Mike Haywood – Falcon MC, Tim & Anne Whellock – Windwhistle MC, Stan Peel – Ilkley MC, John Barthram – North Devon MC, Dudley Sterry – MCC, Ian Davis - PR Officer, Terry Coventry – Stroud MC, Richard Milne – Fellside AC, Giles Greenslade – Vice Chairman, Greg Dixon-Smith – Morgan SCC, Greg Warren – Torbay MC, Mark Haywood – Dellow register, Dave Foreshew – Championship Quality

2. MINUTES OF PREVIOUS MEETING (AGM held 28th Sep 08)

Were read and accepted.

3. MATTERS ARISING

None

4. TO ELECT PRESIDENT, VICE PRESIDENT

The current President was re-elected, no additional Vice Presidents were elected.

5. TO ELECT CHAIRMAN AND OTHER OFFICERS

Vice Chairman Giles Greenslade has given notice that he does not want to stand again as Vice Chairman and Awards and Awards evening organiser.

These positions will be filled at the September AGM.

All other officers were re-elected en-bloc.

Ross & District proposed a vote of thanks to Giles Greenslade. Passed Nem Con.

6. ACTC MEMBERSHIP

Torbay MC has rejoined and are taking over the running of the Ex valley trial.

Organisation is moving ahead but there will be no motorcycles this year.

The Fellside AC sent a report on their internal reorganisation and a progress report on the 2010 Northern Trial. See **Attachment 1**

7. FINANCIAL REPORT

The accounts for 2008 were presented by the Treasurer. See **Attachment 2**

Pat Toulmin to check to see if it is possible for the 2010 Calendar to be available at the September meeting with the objective of increasing sales. **Action: Pat**

Toulmin

Sponsorship from Richard Eggar was not forthcoming as he wanted much larger stickers on cars than the ACTC would accept. Negotiations are still ongoing.

The cost of the meeting room has increased from £100 to £125.

8. MSA TRIALS COMMITTEE

Simon Woodall could not attend the last meeting but reported the following.

There is a reduction in age for drivers on Car Trials from 15 to 14 years.

There was extended discussions on the Environmental document distributed with the agenda for this meeting.

Tyre smoke. Is becoming an issue and how it should be monitored. There was a lengthy discussion. Regulations should point out that smoke must be limited.

Action: Chris Phillips & Event Secretaries

9. TECHNICAL MATTERS

9.1 Class 2 tyres. The document circulated with the agenda was discussed and accepted. See **Attachment 9** for a 'cleaned up' version.

9.2 Fire Extinguishers discussed and generally accepted.

9.3 The scrutineers report was discussed and generally accepted.

9.4 Differential testing. The ACTC Diff Test machine is still being built. There was a general discussion on how to test differentials and it was generally agreed that it is very difficult. However Clerks of the Course **MUST** get tough when the roller test indicates that the differential is not totally free. It was emphasised that there should be a Diff Test at **every** trial.

9.5 Noise. John Blakely is continuing to monitor noise on events with a noise meter, to date with no conclusions. Generally noise tests cannot be carried out at the start of a trial due to early morning and the closeness to habitation. Certain cars are seen by many Clubs to be very noisy, particularly Class 4 Beetles.

Proposed by Ross & District and seconded by Morgan 3 Wheeler. That the scrutineer continues to take noise readings, particularly at Restarts, builds up data and if required adds a note to a cars scrutineering card. Passed Nem Con.

Action: John Blakeley

Proposed Camel Vale and seconded by Stroud. That a letter should be included in the Restart magazine stating that, 'some cars are too noisy and they have been warned and MUST do something about it'. ACTC is concerned that noisy cars are putting our sport in jeopardy. Passed Nem Con. **Action: Simon**

Woodall

9.6 The use of 5 speed gearboxes in Escort Mark 1 and 2 cars was discussed along with other eligibility topics such as axle strengthening and wheel sizes.

It was agreed that the Technical Panel will meet to discuss before the next General Council meeting and report back. **Action: Technical Panel**

(SW,PH,DS,BK,CP,SH)

10. RIGHTS OF WAY REPORT

Nothing to report.

11. PUBLIC RELATIONS REPORT

Report presented, refer to **Attachment 3**.

12. 'RESTART' & WEBSITE REPORT

Website has been generally tidied up. Copy date for next Restart is 22nd May.

13. CHAMPIONSHIP CALENDAR

13.1 Remainder of 2009 Calendar

The clash of the Tarka and Bodmin trials on November 1st was discussed, both clubs were asked if one of them could run their event on a Saturday.

13.2 Draft 2010 Calendar

Torbay to confirm 2010 date. Bodmin may change to 7 November. Hardy and Allen will change dates. See **Attachments 4 & 5**

14. CHAMPIONSHIP SPONSORSHIP

The 'door is not closed' discussions are ongoing.

15. CHAMPIONSHIP REPORTS

15.1 Car Championship

Chris Phillips reported that registrations were down on last year.

15.2 Motorcycle Championship

Stephen Bailey reported that 10 solo and 4 sidecars were registered compared with 16 solo's and 7 sidecars in 2008.

16. CHAMPIONSHIP QUALITY

Dave Foreshew submitted a report, please refer to **Attachment 6**.

17. MOTORCYCLE BUSINESS

17.1 Motorcycle Classes on ACTC events.

Stephen Bailey proposed a change to classes, which was agreed by the meeting. See **Attachment 7**.

17.2 It was requested that clubs make the motorcycle routes on sections the same route as cars and pre 65 sidecars. Some deviations can be too difficult. This was accepted by the meeting.

17.3 It was requested that all clubs consider trying to include motorcycle classes on their trials. This was accepted by the meeting.

18. CHAMPIONSHIP TROPHIES

18.1 Two motorcycle championship trophies have 'gone missing'. They are:-

The Bude & District Challenge Cup

The Muddy Fox Cup

Would all clubs please publicise this in their news letter.

19. PUBLIC ACCESS TO WEBSITES

The ACTC Council is concerned at comments and photographs that are on many websites. The general public has access to most websites and this includes anti-motorsport groups. Pictures and text can be used against trials by the various anti movements. So, for example, pictures of cars with the front wheels far of the ground on a public road can be used against us. In rallying the anti brigade has been very successful in Kent in stopping some road rallies by using 'stuff' from websites as evidence against the sport. Would all clubs please remind their members to think carefully before posting a comment or a picture on a website and ask themselves, could this be used against trialing?

20. ANY OTHER BUSINESS

20.1 The Morgan 3 Wheeler Club reported that a member had recently been asked to withdraw his entry from a trial on safety grounds. Clubs are reminded that pre 1941 3 wheelers are eligible for Class 2 if a club will accept the entry.

20.2 All clubs are reminded that The ACTC Annual Awards Dinner and Presentation will take place on Saturday 13th June at The Padbrook Park Hotel, Cullompton, Devon. This year's event celebrates the 30th anniversary of the ACTC and the 25th anniversary of the ACTC Championship.

Contact Giles Greenslade or Tina Allaway for tickets.

20.3 The meeting closed at 18.00 hours.

9. DATE, TIME and PLACE OF NEXT MEETING

Sunday 27th September 2009, 2.00 pm at, The Majors Retreat, Tormarton.

ATTACHMENTS

1. 2010 Northern Trial Progress Report
2. Accounts Balance Sheet at 31/12/08
3. Public Relations Report
4. 2009 Calendar to Date
5. Draft 2010 Calendar
6. Championship Quality Report
7. Motorcycle Classes for ACTC Events
8. Motorcycle Awards
9. Tyres for Class 2

Secretaries Note

Please ensure that your eMail provider will accept messages from my eMail address which is: stuartharrod@onetel.com

Thank you

Stuart Harrold

Richard Milne
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01228 533024 / 07712 554495
richardmilne_uk@btopenworld.com

5th May 2009

Association of Classic Trials Clubs
10 Beechwood
Ross on Wye
Herefordshire
HR9 7QE

Attention: Stuart Harrold

Subject: ACTC Annual Meeting 10th May 2009 – Fellside AC Ltd Update

Dear Stuart

Following our recent telephone call, I write to confirm arrangements that are now being put in place to hold the Fellside AC Northern Classic in February 2010.

As you are aware, due to FAC internal communications difficulties I have just received the meeting details, hence please give my apologies for non-attendance.

First of all I would like to pay tribute to Martin and Irene Willis for their sterling work over the last ten years in working up the “Northern” to its current standard, but as we discussed some times other priorities take over in life.

When we met at the “Pinford” last year, I was not envisaging being involved in the “Northern”, but it has happened. Recently I met Simon Woodall at the “Shelsley Blankstone” sporting trial and gave a brief as to what is going on up North.

The state of play now is that I am preparing to organize the event for next February on the traditional date of Saturday 13th February, to be confirmed by ACTC when the calendar is agreed. As you will be aware the date is critical for the Whinlatter Forest complex access.

Actions already taken are as follows:

- The Fellside AC committee have agreed that I will project manage the event and will be a point of contact for ACTC. Letter submitted by the Secretary.
- For 2010 FAC will use a similar route used in the past to ensure continuity of format in the first instance.
- **The start and finish venue** is confirmed for 2010 at the Stocksman in Wigton which is a great relief – subject to everything being equal, the event will move to

the new site once development of the Stocksman site is completed for future years.

- **Route Liaison** - A meeting has been held with Bill Troughear [Cumbria RLO] to discuss potential route details - with no problems being held over from. previous years.
- **Whinlatter Forest complex** – discussion has taken place with the Whinlatter Manager to use the complex in a similar fashion as previous, providing the traditional date is used. – Access has been afforded for myself and others to examine the sections and connecting routes previously used with a view to minor changes where appropriate – and the potential need for minor works. Then confirmation approval can be arranged through the Forest Manager for onward transmission to the Forestry Commission.
- **Rights of Way Office** – discussion with the office has taken place with no potential problems envisaged – obviously this is route confirmation critical – with further liaison required once the final route is agreed by all parties.
- **Route Book Format** – Mark Milne [as a former competitor] is to examine the previously used formats with a view to reducing anomalies within the forest complex for wrong slots and making the book easier to use. Discussion with ACTC will take place to ensure conformity with championship requirements.
- **Organisational Team** – Due to the small size of FAC, it is intended to introduce new faces to the club - the numbers are already increasing – to fill such posts as Clerks of Course, and Section Officers are already being contacted to ensure continuity of experience and competence.
- **FAC Ltd Web Site** – Finally, the website is due to be updated to ensure everyone knows what is going on.

In conclusion

I hope this brief note instills confidence in ACTC that FAC Ltd is now moving forward positively and constructively and that a serious way forward is to have a team approach where the organizational load is spread over a number of people and not confined to one or two persons, which I am sure you are familiar with.

As an aside, all official bodies contacted as above have expressed full support for the event and are impressed we are already underway.

I look forward to meeting you all in the coming months.

Yours sincerely

Richard Milne

for Fellside AC Ltd



Balance Sheet - ACTC Classic Trials Clubs @ 31.12.2008.

RETAINED EARNINGS

Balances Brought Forward from 31.12.07.		
ACTC Accumulated Fund B/fd	5,401.81	
ACTC Reserves Fund B/fd	3,000.00	
		8,401.81
12 month Profit to 31.12.2008	298.30	
ACTC Reserves to 31.12.2008	0.00	298.30

Total £ **8,700.11**

ASSETS

Trophies - donated		1,101.00
General Secretary PC & printer-fully depreciated		549.90
		=====
Bank account	- Reserves in deposit account	3,000.00
	- Deposit account	9,406.82
	- Current accounts	392.04
Restart Postage float paid to Editor		90.00
Postage float paid to Championship Secretary		0.00
Creditors & Accruals	- General Secretary expenses	-15.75
	- Various	-310.00
	- Byways	-135.00
	- Engraving Trophies 2008	-450.00
	- Replicas 2008	-550.00
	- ACTC Award dinner 2008	-550.00
	- Promotional video	-500.00
2009 Income in Advance		-1,738.00
MSA 2009 paid in advance		60.00

Total £ **8,700.11**

Profit & Loss - Association of Classic Trials Clubs

For The 12 month Period to 31.12.08

Income - Club Subscriptions 23 clubs x £40	920.00	Engraving & replicas	450.00
- Motorcycle subscriptions 10 x £15	150.00	Replica replacement	550.00
		Championship Stickers	68.20
- Advertising Revenue	295.00	Championship Printing, Posting & Photocopying	91.19
- Championship contenders	3,530.50	Championship Dinner & Dance	550.00
		Championship Membership Cards	8.99
Calendars	-69.44	Restart, 4 issues	1,771.90
Bank Interest	326.27	Restart postage, 4 issues	206.73
		Webb site/PR	103.27
		ACTC Promotional materials, video	500.00
		MSA & ACU	58.00
		Limited company annual return	15.00
		PR NEC costs	0.00
		Meeting Room Hire	225.00
		General Secretary postage & photocopying	15.75
		Quality Officer postage, paid by officer	0.00
		Motorcycle coordinator postage & printing	0.00
		Byways & Brideways trust subscription	15.00
		Scouting costs	225.00
		Bank Charges - last July 2008	96.09
Total Income	5,152.33	Total expenditure	4,854.03
		Profit for the year to 31.12.08.	298.30

PR report

1. Media Interest

There seems to be a flurry of interest in trials from the media at the moment. I'm not sure if this is in response to Fifth Gear's feature on last year's Exeter, the gomotorsport initiative or a combination of the two. Certainly 'low cost Motorsport in the recession' seems to be a common theme.

Lands End

A journalist from Motorsport News passengered for David Malin in a Buckler and is planning a major feature.

Falcon's March Hare

A journalist piloted a lovely Ulster-bodied A7 and wrote up his experiences on 'pistonheads' website. This website has a huge following and the article received positive comments from other members.

Windwhistle's Bovey Down

Practical Classics magazine sent two journos down to in 2 totally unsuitable "practical classic" cars. Predictably neither car managed to finish the event although I think at least one got past the section begins board on at least one section! Notwithstanding this they are apparently planning to enter some slightly less unsuitable Practical Classics on this year's Edinburgh.

Ilkley Trial

Fifth Gear must have had good feedback on last year's Exeter feature because they have entered Tiff Needell and Tom Ford on a Ural Combo. Tiff hasn't ridden an outfit before so it will be interesting. The results will be broadcast in June.

On each of the above occasions I've made contact with the journos involved, given them links to websites, emphasised our history and heritage, monitored/contributed to online discussion boards and tried to explain a little about our sport to hopefully enable them to write a reasonably well-informed piece. Luckily I'm rarely alone as other triallists often seem to add to the postings which is very helpful.

But for most of the above events I've only found out at the last minute about the media activity.

It would be helpful if club officials could inform me when they get an inkling of media interest/activity so that I help them out with background info, put them touch with relevant people eg photographers, Clerks of Course etc. I think this would give a better and more professional impression than random last minute requests popping up on the classical gas messageboard. **Could club secretaries please make a note to circulate this request?**

When filming for broadcast transmission is planned the club involved should always push for a copy of the broadcast feature (and any spare footage) for publicity purposes. Make it clear that you'd like to show it at shows, exhibitions, club nights etc but that you won't circulate, copy or re-sell for commercial gain.

Finally on the topic of the media I think the sport's general approach to media interest should be to be keen and helpful but not to appear desperate for media attention. For example if someone wants to enter a vehicle out of keeping with our events then we should politely

refuse it. This happened on the Lands End when someone working for Toyota enquired about entering a works Prius rally car. Whilst it would have been interesting to have a hybrid, we've carefully differentiated ourselves from rally cars with prominent sponsorship stickers and garish paint jobs for local pr reasons, so the car just wasn't suitable and I told them so.

If we doubt the motivation of the media enquiry or the way in which our sport might be portrayed I think we should again stand our ground. In other words I think we should avoid Top Gear at all costs.

2. CSR Survey & Report

Last year I said I would survey clubs for details of charitable and community type activities that are done in the interests of trialling – section clearing and repair, charity refreshment stalls etc. **I have completely failed to do this but will get a short questionnaire out soon** as I think it would be good to have some really solid examples of our local community relations that we can evidence on the website and elsewhere.

3. Youtube and web reporting

People posting videos of trials on youtube has helped publicise the sport but I am concerned that it makes us more visible to 'the antis'. I've already seen a negative post from a 'green' in response to a youtube video of this year's Cotswold Clouds. And the video in question was mild in the extreme. If a determined anti saw some of the footage of trials action on youtube they would have some serious ammunition to take to a local council or landowner which could see us lose sections. We all know that one complaint can easily outweigh years of goodwill from supportive locals. **Again can I request that representatives ask club members to consider the consequences of posting videos with clouds of tyre smoke or of cars that appear to be barely in control and heading for spectators/marshals etc** Ultimately I know we cannot control our image completely – witness how quickly a video appeared on youtube of Celia Walton being recovered from Blue Hills in an ambulance – but we should all do what we can to present the sport in the best possible light.

ACTC 2009 Schedule

Issue 4

13 May 2009

2009 Week No	2009 Dates	Event	Organising Club	ACTC Cars Champ 2009	ACTC Invite	Car and M/C Mail List	E-Regs?	Car Class 0?	Pouncey League 2009	Red Rose 2009
1	Sun 4 Jan									
2	Fri 9 Jan	Exeter	MCC	Round 1	No	No	N/A	Yes	Round 1	Round 1
2	Sat 10 Jan	Exeter	MCC							
3	Sun 18 Jan	Clee	MAC	Round 2	Yes	Yes	Yes	Yes		
4	Sun 25 Jan	Exmoor	North Devon MC	Round 3	Yes	Yes	Yes		Round 2	Round 2
5	Sun 1 Feb	Cotswold Clouds	Stroud MC	Round 4	Yes	Yes	Yes			
6	Sun 8 Feb	North Coast	Camel Vale		No	No	N/A			
7	Sat 14 Feb	Northern	CANCELLED							
7	Sat 14 Feb	Exmoor Fringe	VSCC							
7	Sun 15 Feb	Launceston	L&NCCMC		No	No	N/A			
8	Sun 22 Feb	Chairmans Trophy	CANCELLED							
9	Sun 1 Mar	Camel Heights	Camel Vale		Yes	Yes	Yes			
10	Sat 7 Mar	Derbyshire	VSCC							
10	Sun 8 Mar	March Hare	Falcon MC		Yes	Yes	Yes			
11	Sat 14 Mar	Hereford	VSCC							
11	Sun 15 March	Mechanics	Stroud MC		Yes	Yes				
12	Sun 22 Mar	Presidents	Camel Vale		No	No	N/A			
13	Sun 29 Mar	Kyrle	Ross & District	Round 5	Yes	Yes	Yes	Yes		
14	Sun 5 April									
15	Fri 10 April	Land's End	MCC	Round 6	No	No	N/A	Yes	Round 3	Round 3
15	Sat 11 April	Land's End	MCC							
15	Sun 12 Apr									
16	Sat 18 Apr	Kimber								
16	Sun 19 Apr	Scottish	VSCC							
17	Sun 26 Apr	Bovey Down	Windwhistle MC							
17	Sun 27 Apr	Sphinx	WITHDRAWN							
18	Sun 3 May									
19	Sun 10 May	ACTC Council Meeting								
20	Sun 17 May	Ilkley Trial	Ilkley MC	Round 7	Yes	Yes	Yes	Yes	Round 4	Round 4
21	Sun 24 May									
22	Sun 31 May									
23	Sun 7 Jun									
24	Sat 13 Jun	ACTC Dinner and Dance-Cullompton								
25	Sun 21 Jun									
26	Sun 28 Jun									
27	Sun 5 Jul									
28	Sun 12 Jul									
29	Sun 19 Jul									
30	Sun 26 Jul									
31	Sun 2 Aug									
32	Sun 9 Aug									
33	Sun 16 Aug									
34	Sun 23 Aug									
35	Sun 30 Aug									
36	Sun 6 Sep									
37	Sun 13 Sep	Exe Valley	Torbay	Round 8	Yes	Yes	Yes			
38	Sun 20 Sep	Taw & Torridge	Holsworthy	Round 9	Yes	Yes	Yes		Round 5	Round 5
39	Sun 27 Sept	ACTC AGM								
40	Sat 3 Oct	Edinburgh	MCC	Round 10	No	No	N/A	Yes	Round 6	Round 6
40	Sun 4 Oct									
41	Sat 10 Oct	Ebworth	Stroud MC		Yes	Yes	Yes			
41	Sat 10 Oct	Welsh	VSCC							
41	Sun 11 Oct									
42	Sun 18 Oct	Exmoor Clouds	Minehead	Round 11	Yes	Yes	Yes		Round 7	Round 7
43	Sun 25 Oct	Tamar	L&NCCMC	Round 12	Yes	Yes	Yes	Yes	Round 8	Round 8
44	Sun 1 Nov	Tarka	North Devon MC		Yes	Yes	Yes		Round 9	Round 9
44	Sun 1 Nov	Bodmin	Camel Vale		Yes	Yes	Yes			
45	Sat 7 Nov	Lakeland	VSCC							
45	Sat 7 Nov									
46	Sun 15 Nov	Hardy	Woolbridge	Round 13	Yes	Yes	Yes		Round 10	Round 10
47	Sun 22 Nov									
48	Sun 29 Nov	Allen	BMC&LCC	Round 14	Yes	Yes	Yes			
48	Sun 29 Nov	Neil Westcott	Exmoor MC						Round 11	Round 11
49	Sun 6 Dec	Camel Classic	Camel Vale	Round 15	Yes	Yes	Yes			
50	Sun 13 Dec									
51	Sun 20 Dec									
52	Sun 27 Dec									

Changes Issue 3 to Issue 4:

- 1 Exe Valley will not be a round of the Pouncey or Red Rose Bowl in 2009
Other bike championship rounds re-numbered
- 2 Possible move of Bodmin Trial to October 31 to avoid date clash with the Traka Trial:
To be confirmed

ACTC 2010 Schedule

Draft 2

11 May 2009

2010 Week No	Draft 2010 Dates	Event	Organising Club	ACTC Cars Champ 2010	ACTC Invite	Car and M/C Mail List	E-Regs?	Car Class 0?	Pouncey League 2010	Red Rose 2010
1	Sun 3 Jan									
2	Fri 8 Jan	Exeter	MCC	Round 1	No	No	N/A	Yes	Round 1	Round 1
2	Sat 9 Jan	Exeter	MCC							
3	Sun 17 Jan									
4	Sun 24 Jan	Clee	MAC	Round 2	Yes	Yes	Yes	Yes		
5	Sun 31 Jan	Exmoor	North Devon MC	Round 3	Yes	Yes	Yes		Round 2	Round 2
6	Sun 7 Feb	Cotswold Clouds	Stroud MC	Round 4	Yes	Yes	Yes			
6	Sun 7 Feb	North Coast	Camel Vale		No	No	N/A			
7	Sat 13 Feb	Northern	Fellside	Round 5	Yes	Yes	Yes		Round 3	Round 3
7	Sat 13 Feb	Exmoor Fringe	VSCC							
7	Sun 14 Feb	Launceston	L&NMC		No	No	N/A			
8	Sun 21 Feb	Chairmans Trophy	Holworthy		Yes	Yes	Yes		Round 4	Round 4
9	Sun 28 Mar	Camel Heights	Camel Vale		Yes	Yes	Yes			
10	Sat 6 Mar	Derbyshire	VSCC							
10	Sun 7 Mar	March Hare	Falcon MC		Yes	Yes	Yes			
11	Sat 13 Mar	Hereford	VSCC							
11	Sun 14 March	Mechanics	Stroud MC		Yes	Yes				
12	Sun 21 Mar	Presidents	Camel Vale		No	No	N/A			
13	Sun 28 Mar									
14	Fri 2 Apr	Land's End	MCC	Round 6	No	No	N/A	Yes	Round 5	Round 5
14	Sat 3 Apr	Land's End	MCC							
15	Sun 11 Apr									
16	Sat 17 Apr	Kimber								
16	Sun 18 Apr	Scottish	VSCC							
	Sun 18 Apr	Kyrle	Ross & District	Round 7	Yes	Yes	Yes	Yes		
17	Sun 25 Apr	Bovey Down	Windwhistle MC							
18	Sun 2 May									
19	Sun 9 May	ACTC Council Meeting								
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21	Sun 23 May									
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28	Sun 11 Jul									
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31	Sun 1 Aug									
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35	Sun 29 Aug									
36	Sun 5 Sep									
37	Sun 12 Sep	Exe Valley	Torbay	Round 9	Yes	Yes	Yes		Round 7	Round 7
38	Sun 19 Sep	Taw & Torridge	Holworthy	Round 10	Yes	Yes	Yes		Round 8	Round 8
39	Sun 26 Sept	ACTC AGM								
40	Sat 2 Oct	Edinburgh	MCC	Round 11	No	No	N/A	Yes	Round 9	Round 9
40	Sun 3 Oct									
41	Sat 9 Oct	Ebworth	Stroud MC		Yes	Yes	Yes			
41	Sat 9 Oct	Welsh	VSCC							
41	Sun 10 Oct									
42	Sun 17 Oct	Exmoor Clouds	Minehead	Round 12	Yes	Yes	Yes		Round 10	Round 10
43	Sun 24 Oct	Tamar	L&NMC	Round 13	Yes	Yes	Yes	Yes	Round 11	Round 11
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45	Sat 6 Nov	Bodmin	Camel Vale		Yes	Yes	Yes			
45	Sat 6 Nov	Lakeland	VSCC							
45	Sat 7 Nov									
46	Sun 14 Nov	Hardy	Woolbridge	Round 14	Yes	Yes	Yes		Round 13	Round 13
47	Sun 21 Nov									
48	Sun 28 Nov	Allen	BMC&LCC	Round 15	Yes	Yes	Yes			
48	Sun 28 Nov	Neil Westcott	Exmoor MC						Round 14	Round 14
49	Sun 5 Dec	Camel Classic	Camel Vale	Round 16	Yes	Yes	Yes			
50	Sun 16 Dec									
51	Sun 19 Dec									
52	Sun 26 Dec									

Changes from Draft 1 to Draft 2

- 1 **Dates agreed by relevant clubs**
- 2 **Allen move to Nov 28th to allow Hardy move**
- 3 **Hardy moves to 21 Nov to avoid Remembrance Sunday**
- 4 **Exe Valley: Organisers reported to wish to move date. Awaiting information from Torbay**
- 5 **Bodmin possible move to 6 Nov to avoid Tarka: To be confirmed**

A summary for the 2008 ACTC Championship

Exmoor Clouds, 19th October 2008

The Start, Finish & Scrutineering (no diff test) were all praised with good parking & good facilities. The E-Regs and entry were reported as fine, however it is believed that Final instructions, start numbers and times were not received by everyone until the day of the event. As with last year the Route Card detail was reported as 'sparse' & interim mileages would have helped. The route marking was reported as excellent and made up for inadequacies of route card but failed to get competitor to the last 3 sections efficiently (Many running fine & to schedule until Section 10, then couldn't find Section 11 (due to poor route card), did section 12 then went back to Section 11 then couldn't find Section 13 as Map Reference was wrong). The event was reported as extremely rough with some sections getting a bit too rough for saloon cars. The day was reported as very long because the higher than average number of section fails slowed down the passage of the trial and perhaps should be considered. The only other criticism of the event was the reactions to problems (recovery), there appeared a distinct lack of 4X4s or tractors available for quick problem solving & competitors struggled themselves to get out of or return down sections. On the plus side all the marshals appeared cheerful and helpful in some difficult conditions, even in the dark on the last two / three Sections. Last Competitor apparently signed off circa 19:30. The overall summary was that the route card needs looking at, did not work, plenty of competitors lost!

16 Monitoring Requests Issued – 4 Returned

2007:- 50 entrants (21 Bike, 29 Cars), Class 8 overall.

2008:- 46 entrants (25 Bike, 21 Cars), Class 1 overall.

Tamar, 26th October 2008

Another year of very wet weather & friendly marshals who cheerfully tolerated the terrible conditions. Once again there was very positive feedback from competitors who found the road map of the trial very useful with only minor amendments on the day. The Bacon Butties were praised & competitors liked the 2 minute start interval as it gave more time for Scrutineering. Competitors also liked "The good spread of sections throughout the day" & from the feedback received Parc Impossible was definitely the favourite section of the day & was referred to as "Perfectly set-out and marked for the conditions on the day, always good to see some spectators!". In contrast the only consistent criticism was the first tight corner of section 12 referred to as "Ridiculous sharp corner at beginning with very harsh penalty for failure, was more a test of turning circle than climbing ability", "Very disappointing that Section 12 had sharp corner that's physically impossible for many production cars to complete, resulting in 11 points. Trials should be a test of climbing ability, not measurement of turning circle!" & "The turn in was unfair, you needed to see the guy in front attempt it to have any idea of how acute the corner was". Also there were comments regarding tyre pressure limits & "If tyre pressures limits are in force then they should be checked at all sections. I saw several tyres that looked lower than permitted, notably no checks at Park Impossible!" Despite the tyre pressures not being checked apparently they were reported as "for our class they were just right to match the sections" Feedback suggested the 'weird start procedure' (driven wheels on line) was not applied consistently & consequently was not liked. The finish was praised for plenty of space and the steam fair being a bonus. Finally comments were received to "Get results correct!" apparently the posted results were a nonsense & the overall was not been awarded correctly. Re. Blue Book I.O.P. Best performance is competitor with the lowest %. The competitor in question was disappointed the results were not amended despite advising the event secretary & a L. & N.C. committee member.

16 Monitoring Requests Issued – 3 Returned

2007:- 89 entrants, Class ? overall.

2008:- 77 entrants (29 Bike, 48 Cars), Class 4 overall.

Hardy, 16th November 2008

Paperwork was reported as excellent with the acknowledgement by email highly praised & suggested that it should be introduced as an ACTC requirement because the entry is confirmed straight away with no possible confusion over late/ missed papers. The route card was very good & quite clear with the only problem being getting into Boarsbarrow as this entry lane was a known problem (from previous years) however there was a marshal at the Farm entrance making it safe to turn which was applauded. The addition of the 4x4 drivers was welcomed & created good banter with new competitors, additional views of one or two 'Classic trialists' also thought the inclusion of the 4x4's a good one, provided they run behind the main conventional classes as it gave a different perspective and widened the scope for competitors. Overall the event was reported as "A very well organised Trial from Start to Finish, we hope the ACTC really shows it's appreciation for the work put-in by the Club in reviving the Hardy trial".

16 Monitoring Requests Issued – 1 Returned

2007:- Event Cancelled

2008:- 46 entrants (33 Cars, 12 4x4 (Class 9)), Class 8 overall.

Allen, 30th November 2008

Feedback was extremely positive reported as "A very good event, ending on a high with John Walker, a real classic". From feedback received conversely the New Lakeside sections were generally not liked being reported as "Totally out of character with the traditional Allen Trial" & "Having read the history of this "road" trial these sections were a bit unexpected, Lakeside1 was interesting but 2 and 3 seemed a bit too PCT". On a more positive note however, it was considered there was scope for additional sections in this area. The lunch stop was reported as well run however some considered it too long. The route was compact, good lane sections, well balanced, across the classes with very knowledgeable marshals, the coloured route marking was appreciated. As usual this event was highly praised overall & enjoyed by those that provided feedback & the oversubscription of entries is testament to this.

16 Monitoring Requests Issued – 6 Returned

2007:- 78 entrants, Class 2 overall

2008:- 79 entrants (Oversubscribed), Class 8 overall.

Camel, 07th December 2008

As in 2007 the efficient use of e-mail for distribution of pre-event paperwork & results was praised. Also as in 2007 the start venue whilst adequate for dry weather was considered crowded with nowhere to sit in the dry. A shorter drive to the first section would be preferred by some & more variety of hills was noted as "every hill was in forest, most steep straight or virtually straight climbs". The only specific hill comment was Robbydugun with a nasty tree stump right on the corner which because of the problems of getting cars that failed back out of the section this hill caused delays. One competitor reported "The main criticism of the event would be laid at the door of the competitors still hang around, and seem determined to watch someone else on any section before taking their attempt". The use of the relief scoring system was again a big hit with the lower classes which still works well however there was a suggestion to perhaps introduce variations on the theme such as diversions for different classes and varied start lines which can be set up in advance and make the midway changes easier on the day. The event overall was reported as "Easy to keep to time, friendly atmosphere, good route-card, lovely weather".

16 Monitoring Requests Issued – 3 Returned

2007:- 66 entrants, Class 4 overall.

2008:- 51 entrants, Class 4 overall.

Clee Hills, 18th January 2009

Snow fell on the night before this year's event which added difficulty on the day however the new Scrutineering arrangements were unanimously congratulated & worked well with minimal delay & the opportunity to get Scrutineered on the Saturday night before the trial was also liked. The Route Card was reported by some as "excellent for the road sections, however marking in woodlands and for failure routes was not so good. Arrows tied to posts so they appeared to swivel round in the wind indicating a possibly incorrect direction, didn't help". On the reverse some commented they had heard "many adverse comments on route instruction, especially the snow route deviation" & the route was reported as very difficult to follow in places". Signing on was reported as ok BUT some competitors didn't get told about or issued with a snow route & only knew of it when they saw someone else with one". As before the two separate loop system was highly praised & worked well to reduce delays resulting in an early finish for most. The Final regs were considered by some to have been issued too few days before trial. With regard to the sections "Strefford Wood reportedly needs the cross track bog repaired to allow easier recovery; with this work done it would become a really good hill. Majors Leap, not a good hill and no fun, just cricket scores". Generally the 'Church Stretton loop' was preferred to the 'Much Wenlock' side of the course. To improve the event it was suggested to add route marking arrows at key turns. Overall it was considered as a well run, hard and competitive event.

16 Monitoring Requests Issued – 6 Returned

2007:- 84 entrants, Class 8 overall.

2008:- 60 entrants (48 Class 1-8, 12 Class 0) Class 3 overall.

Exmoor Trial, 25th January 2009

The efficient use of e-mail for distribution of pre-event paperwork & results was praised as was the new route to the 'Riverton' section. The broken Tarmac at the edge of the 'Scoresdown' section was a concern. Tyre pressure limits were imposed on 4 sections on the day but were not observed as being checked at any of them. The 'flying finish rally style special tests with long reverse were not liked however the tiny but significant difference between special test one and special test 2 was appreciated as it identified which competitors actually read their instructions. To improve the event it was suggested that having the Scrutineer at same venue as signing on would be good.

16 Monitoring Requests Issued – 1 Returned

2007:- 92 entrants (47 Bike, 45 Car), Class 7 overall.

2008:- 60 entrants (44 Bike, 43 Car) Class 8 overall.

Cotswold Clouds, 1st February 2009

Good pre event paperwork, the start venue and scrutineering were reportedly very good and well organized & the start venue was again highly praised. The route was reported as "the best that I have seen, very well written and very well marked on route". The only criticism received was regarding the restarts due there being two different types (Lines and Boxes) in the trial. The comment was "it would be nice that all restarts would mention if they are lines or boxes, on one it stated: Restart separate line, on another it stated restart box, but on the other sections it just stated restart (non specific type)". It was accepted that it may be easier to read the route card and flip from one page to the restart details in a closed car, but in an open car this is more difficult, especially on a trial that has lines and boxes. The delay on the last two sections appears to have been significantly reduced from last year. Overall a very well enjoyed event.

16 Monitoring Requests Issued – 2 Returned

2007:- 80 entrants, Class 2 overall.

2008:- 80 entrants, Class 8 overall.

Kyrle, 29th April 2009

Incredibly dry on the day & despite the requirement to apply Tyre Pressure Limits these were considered sensible by competitors. Both the Start (reportedly the best breakfast on the current calendar) & Finish were highly praised as was the Route Card "mileage to next section" was considered helpful. A suggestion was for regs to include postcodes for start and finish venues to assist in the era of SatNav. Many reported it was nice to have a differential test & two chocks for the front wheels meant that an effective test at high revs. could be carried out. The two minute interval at the Start is a very good system as it prevents "bunching." & a suggestion was raised that the ACTC committee recommends 2 minute interval Starts to other clubs. Some struggled to see the restart lines clearly & a big R and the class colours, on a stiff board that does not flap in the wind was suggested. One observation was that the marshals appeared to be spread quite thinly, and did not appear to be any recovery available. Surprisingly this event appears to have been 'spoilt' for a VERY select few by the reported actions of one of the officials who was reported as "officious and threatening"& for a man that as done a lot for the Kyrle trial has bought it down to a low level. The greatest concern from the reports received was the steepness of the hills in the particularly dry conditions & as a lot of the hills are quite difficult to back down it was suggested that maybe competitors could be towed out of some of them? It was disconcerting to note that two cars turned over on separate hills, and whilst accepted that this could have been a result of the very dry conditions allowing cars to get further up the sections that would have normally have happened, there were also a number of reported near misses. Overall none of the hills were inherently dangerous, although considerable care is needed in reversing off the really steep ones. A suggestion was to warn each driver at the start of the potential problem as for one of the incidents apparently the competitor attempted to turn around after climbing the section & then rolled. Whilst generally most wouldn't have thought it necessary to state the obvious however an instruction not to attempt a three point turn on something as steep as Bluebell seems to be needed. Overall to improve it was suggested to have a 'Marfell Rainshower' or to move the event into a different month for wetter conditions

Multiple Monitoring Requests Issued – 22 Returned

2007:- 82 entrants, Class 8 overall.

2008:- 73 entrants (No Class 0), Class 6 overall.

Summary

As for 2007 the weather continues to throw its challenges at the organizers & the use of tyre pressures is clearly accepted however not preferred as once introduced there almost always appears to be at least one competitor who is aggrieved.

The use of e-mail for the issuing of entry forms, pre-event paperwork & results appears to be increasingly liked & commented on by competitors particularly as it speeds the provision of results. This has clearly grown from last year & will continue to grow in the future.

As previously whilst this report appears to contain lots of feedback the general response per event remains disappointingly low & frustrating with certain events receiving significantly more returns than others. Competitors still appear unwilling to write to criticize an event as they don't want to appear ungrateful after all the efforts the organizers & marshals have expended putting the event on. The general process is to issue 16 requests for feedback (2 per class) however for the Kyrle I issued multiple requests & received multiple responses however I do not know how well this would be received for all events, one competitor even requested not to be asked again.

Some suggestions from competitors contained with this are:

1. Acknowledgement of entry by email should be introduced as an ACTC requirement because the entry is confirmed straight away with no possible confusion over late/ missed papers.
2. For regs to include postcodes for start and finish venues to assist in the era of SatNav.
3. For more Tyre Pressure Checks during events.
4. For more Differential Tests.
5. For increased use of Electronic communication before & after the event

Regards,

Dave Foreshew,
ACTC Championship Monitor.

Motorcycle and Three Wheeler Classes

CLASS A

Solo Motorcycles of British Manufacture, (Engine and Frame).(Pre 65) .(Same route as Class D).

CLASS B 1.

Solo Motorcycles up to and including 225cc.

CLASS B 2.

Solo Motorcycles from 226 up to and including 450cc.

CLASS C

Solo Motorcycles over 451cc.

CLASS D

Motorcycles with Touring or Trials Side-cars.

Pouncy Leage.	Award Aвалиable	2004		2005		2006	
		Name	Received Y/N	Name	Received Y/N	Name	Received Y/N
1st Pouncy Trophy	Y	Yoshi Adams		Chris Poel	Y	Yoshi Adams	
2nd Templeton Cup	GM	Ray Gearing		Roger Tushingham		Chris Poel	
3rd Andrews Trophy	Y	Chris Lidstone		Graham Makepeace		Tom Beckerleg	
4th Bude & District Challenge Cup		Tom Beckerleg		Tom Beckerleg		Graham Makepeace	
5th Muddy Fox Cup		Mark Worsfold		Andrew Westlake		Richard Harvey	
Red Rose		A Seward/S Rogers		A & A Petherwick	Y	A & A Petherwick	
Pouncy Leage.		2007		2008		2009	
		Name	Received Y/N	Name	Received Y/N	Name	Received Y/N
1st Pouncy Trophy	Y	Yoshi Adams		Ian Thompson			
2nd Templeton Cup	GM	Graham Makepeace		Stephen Bailey			
3rd Andrews Trophy	Y	Stephen Bailey	N	Graham Makepeace			
4th Bude & District Challenge Cup		Tom Beckerleg	N	Buster Griffin			
5th Muddy Fox Cup		Ian Thompson		Tom Beckerleg			
Red Rose		Al Lidgate/J Webb		Al Lidgate/J Webb			

6.1 MSA Regulation (J) 77 states "the rolling radius to remain as original on vehicles".

The Rolling Radius of the tyres fitted to a vehicle will be interpreted as half of; the Nominal Diameter of the original manufactures recommended wheel and tyre combination plus 2 inches. The Nominal Diameter can be calculated by adding twice the tyre section to the wheel diameter, using data for the relevant vehicle published in "The Motor Car Index" (See appendix below).

(Note: 2 inches has been added to allow for discrepancies between stated and actual tyre sections, and to help deal with supply problems for suitable cross ply tyres.)

The diameter (2 x Rolling Radius) of a tyre as presented to scrutineering will be determined by reference to the size markings on the tyre, measurements will not be taken. The diameter will be calculated by adding twice the tyre section to the wheel diameter. The calculated diameter must not exceed twice the maximum Rolling Radius allowed for the particular vehicle.

Within the limits required above, wheel diameters may be reduced and larger size tyres fitted to the maxima specified in MSA Regulation (J) 77. For vehicles using a supercharger actual engine capacity will apply. Dual size rated tyres will be accepted as size most beneficial to the competitor except that where the higher rating exceeds the criteria specified in MSA Regulation (J) 77.

Examples:

- A vehicle is shown in the Index as supplied by the original manufacturer with 4.00x19 tyres. The Nominal Diameter of a 4.00x19 tyre is $(4.00 \times 2) + 19 = 27$ inches. With 2 inches added this gives a diameter of 29 inches and a maximum Rolling Radius of 14.50 inches for this particular vehicle.)
- The calculated diameter (2x Rolling Radius) of an 18x5.50 tyre will be $(5.50 \times 2) + 18 = 29$ inches.)
- A tyre dual marked 6.00/6.50 is not acceptable for use on a vehicle of up to and including 1999cc as the 6.50 marking exceeds the 6.00 limit set in (J) 77)