

A Meeting of the Council of ACTC will be held:

Sunday 24th April 2016 at 2.00 pm.

At, The Majors Retreat (formerly Portcullis Inn) Tormarton (nr. M4 jn. 18)

NB: delegates will be able to purchase lunch from approximately 12.30 pm, and tea will be provided at the meeting.

1. Apologies for absence
2. Minutes of the Previous Meeting (AGM held 6th September 2015)
3. Matters arising there from (and not covered in items below)
 - 3.1 Blue Book J5.1 Steering committee comments on modifications that are both currently and historically acceptable for each class and report to the Technical Committee. **Action was: Steering Committee**
 - 3.2 Blue Book T10.6.1 engine rule. To be discussed under item 16
 - 3.3 Removal as of 1st January 2018 of the Kumho KL78 and the Kingpin K4s tyres from the ACTC tyre list. **Action was: Pete Hart**
 - 3.4 Progress report on Regional Championships. **Action was: Simon Woodall**
 - 3.5 Adding video cameras to the scrutineering card. **Action was: John Blakely**
 - 3.6 Development of standard documentation for presentation to the Forestry commission possibly using Ross & District Motor Sports Club samples. **Action was: Stephen Bailey & Stuart Harrold**
4. To receive nominations and to elect:
 - 4.1 President
 - 4.2 Vice Presidents (if any)
5. To receive nominations and to elect:
 - 5.1 Chairman
 - 5.2 Other Officers
6. Financial report – Barbara Selkirk
 - 6.1 ACTC Club membership
 - 6.2 Update on current financial status
7. Motorcycle matters Stephen Bailey
8. Restart / Website report – Pat Toulmin
9. Rights of Way & LARA Report – Andrew Brown - Report **Attachment 1**
10. Scrutineering Report – John Blakeley
11. Awards Presentation Evening. **Saturday 18th June**
12. Championship Quality, Information from Web-Site – James Shallcross
13. MSA Trials Committee Report including possible change to ACTC status. – Simon Woodall **Attachments 6 & 7**
14. Discussion Paper from Torbay MC – **Attachment 2**
15. Engine Changes. Only 'period' engines allowed in production cars. Cars with non 'period' engines will move to Class 7. To be debated with a view to a **vote** in September. See **Attachment 3**
16. Championship Schedule – Giles Greenslade
 - 16.1 Remaining 2016. **Attachment 4**
 - 16.2 Draft 1 of 2017. **Attachment 5**
17. Championship reports.
 - 17.1 Car championships – Giles Greenslade

17.2 Motorcycle championships – Stephen Bailey

18. Any other business.

29. Date, time and place of 2016 AGM & Council Meeting

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Hon. Secretary, ACTC
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If you have eMail can you please let me have
your eMail address as it will reduce costs and
time. Thank you. **Rev. 2**

Agenda April 2016 Rev2

ACTC COUNCIL MEETING – 24th APRIL 2016

RIGHTS OF WAY REPORT

1 LARA

- 1.1 Since the last ACTC Council Meeting on 9th September 2015 there have been two LARA Steering Committee meetings, on 18th November 2015 and 18th February 2016. I attended both. The next LARA Steering Committee meeting is on 25th May and I currently plan to attend.
- 1.2 There is still no indication as to whether the current Government will honour, through DEFRA, the pledge made by the previous Government to create a Motoring Strategic Working Group (MSWG) to review all issues relating to motorised vehicles in the countryside. With ongoing budget cuts, this looks increasingly unlikely.
- 1.3 LARA County Road Register (see 1.5 in the Rights of Way Report for 9th September 2015). This was discussed at length during the 18th February meeting. GLASS and the TRF have decided to undertake their own surveys, using totally different methodology (both from LARA and from each other!). LARA have agreed to let both organisations proceed and present their interim results at a future LARA meeting. The LARA initiative is currently on-hold pending the results of these interim GLASS and TRF surveys.
- 1.4 LARA's finances continue to be a concern, mainly because yet another organisation (Association of Land Rover Clubs) intends to cease being a "full" member. The MSA has made a significant contribution to the LARA Fighting Fund, ring-fenced for certain specific work, but the amount of work that LARA can do on a day-to-day basis is under constant review.
- 1.5 I am always happy to provide, on request, copies of the minutes of LARA meetings.

2 ASSISTANCE TO CLUBS

- 2.1 Bamford Clough was confirmed as a BOAT (Byway Open to All Traffic) on 22nd January 2016. This decision was as expected, but a frightening amount of work (= time and money) had to be undertaken, by the TRF and LARA, to support the case.

*Andrew Brown
ACTC Rights of Way Officer
15 March 2016*

Discussion Paper Presented by Torbay MC for 24 April 2016 ACTC Meeting

ACTC Strategy

Where are we going?

Are we going in the right direction?

How will we know when we get there?

We are entering a stage in our sport where significant rule changes are being considered, however in the absence of a clear ACTC Strategy how do we know that these individually isolated rule changes will take us in the right direction, and if we don't know what we want to achieve how can we be confident of getting there, let alone getting it right?

Different people will have very different opinions ranging from our sport is about "having a nice day out" to competitive drivers wanting a "tough challenging event" and "chasing championship points".

What's important to recognise is that we have Competitors and vehicles at different ends of a wide capability spectrum and as a result it is getting pretty hard for Organisers to put on events which are tough enough for the big-boys and still keep the casual trialer happy.

So which way do we go? Gentle jaunt through country lanes or full-on balls-out competitiveness? Without having a vision of where our Sport wants to be, and some united ACTC strategic direction which the Clubs agree on as being a foundation on which to build our plans to get there, we just don't know.

Let's consider a current contentious issue..... I wasn't going to bring the Duratec engine into this particular debate but as it's been raised in the recent Restart as an example for a rule change then we need to explore this further.

The proposed Rule Change, the origins of which are a bit unknown, are to be voted on at the April 2016 ACTC Meeting – but how can we know what is the best outcome for our Sport when we don't have an agreed vision, or a strategy to get there?

This proposed change is to add the "available during production life of vehicle" clause has been openly targeted at the Duratec Engine in Escorts and Scimitar's. It has been written in such a way to allow all the other engines anomalies (some never even fitted to any production car from the factory, or available to road cars sold in the UK, or are even manufactured as aftermarket products with different crankcase castings) to continue, but not to allow the continued use of existing Duratec engines in a production car.

So, looking at this from a strategic perspective what will this actually achieve?

From my understanding the reason this is being put forward is that

- a) This engine is a platform from which there is potential for significant tuning can take place for even more power, and the gate is open for any new modern super engine which comes along.

There are also two big weaknesses in this argument

1. With the exception of Forced Induction to Class 4 where there's an engine cc limit, our Sport allows unlimited tuning of engines (old and modern).
So is this a Power issue? If so then why isn't it being dealt with as a power issue? There are plenty of other high powered vehicles in other classes which "some people may not like" – so why is the Duratec being singled-out and dealt with in isolation?
2. You can quite easily, off the shelf, get the same Duratec power from a "period" 2.0 Zetec or a well sorted 1.8 K-Series in a Scimitar, plus 40% more with a blower if you really want to – so it actually achieves nothing in terms of restricting the competitiveness of these vehicles or safeguarding the future of our Sport.

Let's be clear, changing this rule will not result these vehicles being less competitive, it will merely drive-up the cost through needing to re-invest in alternative engines.

If we are to consider reigning-in the ultra-competitive cars then the Production Car Classes are surely the last place to look!

Let's also not forget the advantages of allowing modern engine use in term of cheap availability of spares – I won't labour this point here, there is plenty of evidence to support this view and I want to keep the focus on Strategy.

We have voted on this before and the majority vote was to allow the current rule to continue unchanged – so why are we here again? Clearly some people don't like the Duratec or the outcome of your last vote. But if you ask people their views you will find that lots of people don't like quite a lot of other engines which other people use, which would still be allowed under the proposed "period" criteria.

In summary, we must have a clear vision on the future of our Sport, and a Strategy for getting there before considering any significant rule changes. Not only will this enable the right decisions to be made, but also gives us a set of agreed criteria for rule change assessments.

Keith Sanders
Trials Co-ordinator
Torbay Motor Club

Engine Rule Change – Agenda Item for 24 April 2016

What is currently being proposed?

The proposal for debate at the ACTC meeting in April is that in addition to the existing rules concerning type and fitment, that engines fitted to cars in Classes 1-6 must have been available during the time that model was in production.

Why is this proposal being considered?

The original rule on engines was designed to keep cars using the basic engine block that would have been fitted from the factory. There was then the option to “upgrade” where possible, through tuning or increased capacity. For example, a VW Beetle could have a standard 1600 engine, bored to 1776cc and twin carbs added, in order to increase power.

As the years have passed, manufacturers have continually evolved their cars and accompanying engines and it is felt that the current rules are not sufficient to prevent far more modern and powerful engines to be installed in cars that were never designed with such power plants in mind.

What will such a rule change affect?

Very little at this particular time. Despite various concerns I have heard, most engines being used in trials today will still be acceptable under the suggested change. For example, the 2.0 Golf block and the Type 4 engine in Beetles were both available during the life of those particular cars and will continue to be accepted.

The main engine that will no longer be available to certain production cars will be the Ford Duratec.

So are we effectively banning Duratec engines and throwing the current vehicles with them fitted out of the sport?

No. There is no intention to “ban” any engine or car over and above the likes of which are already prohibited in our sport. Those running such car and engine combinations would, in time, be moved to Class 7 which in part, is for production cars modified beyond permitted limits.

The vehicles that are currently running such engines therefore can be reverted back to an engine that was available within period, or move to the higher class and compete there instead.

But why bother, if there are so few vehicles involved?

There are a number of reasons this is felt to be a positive move for the sport:

1. Ever since this first became an issue, there have been numerous complaints that allowing such combinations was never an intention of the current rules, nor in the so-called "Spirit of the rules". There is an argument therefore, that should such cars be reclassified, it would encourage more competitors to enter the production car classes.
2. Today, the number of engines is limited and therefore the vast majority of the cars competing would be unaffected but what the future holds is unknown. If we don't clamp down now, we could see ever increasingly powerful engines become available which are then tuned further and we effectively move away from having production cars, to out and out, tuned supercars running in classes 1-6. Again, such cars are welcome in the sport, but would be allowed only in Class 7 (or possibly 8 depending on how far such cars are modified).
3. Cost. It is considered that tuning such engines is far more expensive and therefore the current ruling benefits those with the deepest pockets. There is however a strong counter-argument to this so I will deal with this in greater detail later on.
4. Only some cars in a class have such engines available. This therefore slants the competitiveness in favour of these vehicles. Whereas, everyone has their choice of car from the start and similar arguments could be made for other components (in particular wheel size), it is still felt that the playing field should be as even as possible.

Is cost really an issue?

That depends on your thought process and needs to be carefully considered.

The argument for the rule change, suggests that whereas picking up a modern engine is arguably easier and cheaper these days, (therefore giving greater accessibility and affordability), that is simply the start of the build. Such engines will then typically be tuned and developed with components with a far higher price tag.

In addition, do such modern engines lend themselves to home mechanics, or again, do those wanting to compete find themselves forced down the route of paying for the privilege of attaining competitive power levels?

Cost can be argued either way and needs to be carefully considered.

Is this about power and if it is, what's the problem?

Yes, a large part of the reasoning comes down to the power the modern engines are able to output and do we really want a sport which is dictated by power?

But "power is nothing without control"!

Very true, but as anyone without a powerful engine knows, it certainly helps. The issue then becomes that more power leads to further tuning and modifications elsewhere to handle that power and in addition ballast is increased. Cars become heavier and less controllable but also start to climb higher and higher, leading to Clerks of the Courses being forced to find more draconian ways to stop them climbing. Taken to an extreme trials become dominated by restarts and tyre pressure limits – is this the way forward?

But isn't that the case for all production cars already and isn't the main reason competitors are adopting this approach because they can't otherwise be expected to compete against Class 8?

Again this is a very valid argument and one for all clubs and members to consider. The debate needs to focus on what the rule change will ultimately achieve and whether it is beneficial to the sport as a whole.

Why wasn't this changed years ago? Isn't it now a case of shutting the stable door after the horse has bolted?

Hindsight is a wonderful thing and maybe this should have been the case. However by tightening it up now, there is still the opportunity to make the change while the number of cars affected is still very small.

So what is the timeframe?

The earliest this could be brought in is in two years time, so it is unlikely to be enforced until 2019, which gives another two and a half years of competition for those who have invested in these engines. However, that is the earliest, depending on discussions and suggestions from the clubs, this could be extended.

I think the above covers the majority of questions surrounding the recommended change. What we now need to do is look at this from the viewpoint of whether having the current rule is good for the sport as a whole. It won't matter if the ultimate decision is to keep things as they are, or accept the new proposal, certain competitors are going to be disappointed.

Is there any real benefit to allowing these engines to run in production car classes where some of them are dominant, when there is a strong argument that

they are likely to remain competitive in Class 7? Or is this just part of motorsport and in reality there is little benefit to making the change?

In terms of the future, are we likely to encourage more competitors back out and attract new members by preventing these power plants? Are we going to keep a number of drivers who may otherwise become disenchanted with the sport as their cars use the engine they were built with at the factory? Or are we going to fail in this regard anyway and just annoy a few regular drivers?

I would ask all clubs to debate this and ensure all members are aware of the proposal so that we can discuss it in detail during the April ACTC meeting. Any arguments and counter-arguments can then be discussed at length during and after this gathering, with a view to getting final member feedback through the summer **with a final vote to be taken in September.**

Again, could I please ask all clubs and members to look at both sides of the argument as once the vote has taken place in September that will be the decision for years to come.

Finally, there does seem to have been a lot of confusion regarding what would and wouldn't be allowed. In this regards, I would re-iterate that the Type 4 engine in the Beetles, the later Golf engines in Class 1, the MG J2's in Class 2 would all remain unaffected and still be within any new ruling as currently proposed.

Giles Greenslade, Chairman, ACTC
March 2016

ATTACHMENT 3

Report on the MSA Trials Committee Meeting 17th-March-16

The meeting was introduced to two new members of MSA Staff. The first was Kate Adamson, the new Safety Director. Adamson joins the MSA from McLaren, where she spent 11 years as Head of Health, Safety and Environment. Her presence at Trials Committee was primarily to find out what a trial is, something her time in Formula One had not exposed her to. The second was Stewart Haviland, who was described as "Ian Davis assistant". Ian is both Blue Book Editor, and Rallies Executive. The latter role being rather time consuming in the current climate.

As part of the current safety push, the meeting was reminded that if we wish to avoid the scrutiny of the rallies review we would do well to trumpet our existing safety plans. To this end we are asked to come up with 10 bullet points for each of Laying out a section (from the C-of-C point of view) and Driving a Section (from the competitor point of view) and to publish these on our website.

The Forestry Master Agreement has now been signed off with a 1¼% increase. The agreement is currently for England and Scotland only, The agreement does NOT cover the cost of repairs to roads as a result of an event's passage but this is not usually a trials problem. It is important that organisers register their needs/plans/requirements with the MSA in plenty of time to ensure their "allocation" is officially recorded. The MSA contact is Andrea Richards Andrea.Richards@msauk.org

The meeting was reminded that the Anti-Doping check squad could turn up at any event regardless of its status. This may seem like something that does not effect our sport, as performance enhancing drugs are unlikely to make drivers climb better BUT, with our aging competitor base it is important to note that many heart medications are on the banned list, and competitors should get a medical exemption from their doctor if they are taking one.

The MSA is going to turn round the rules regarding the use of onboard cameras to say that cameras will be acceptable unless the organisers say otherwise. The quality of their mounting should continue to be scrutineered.

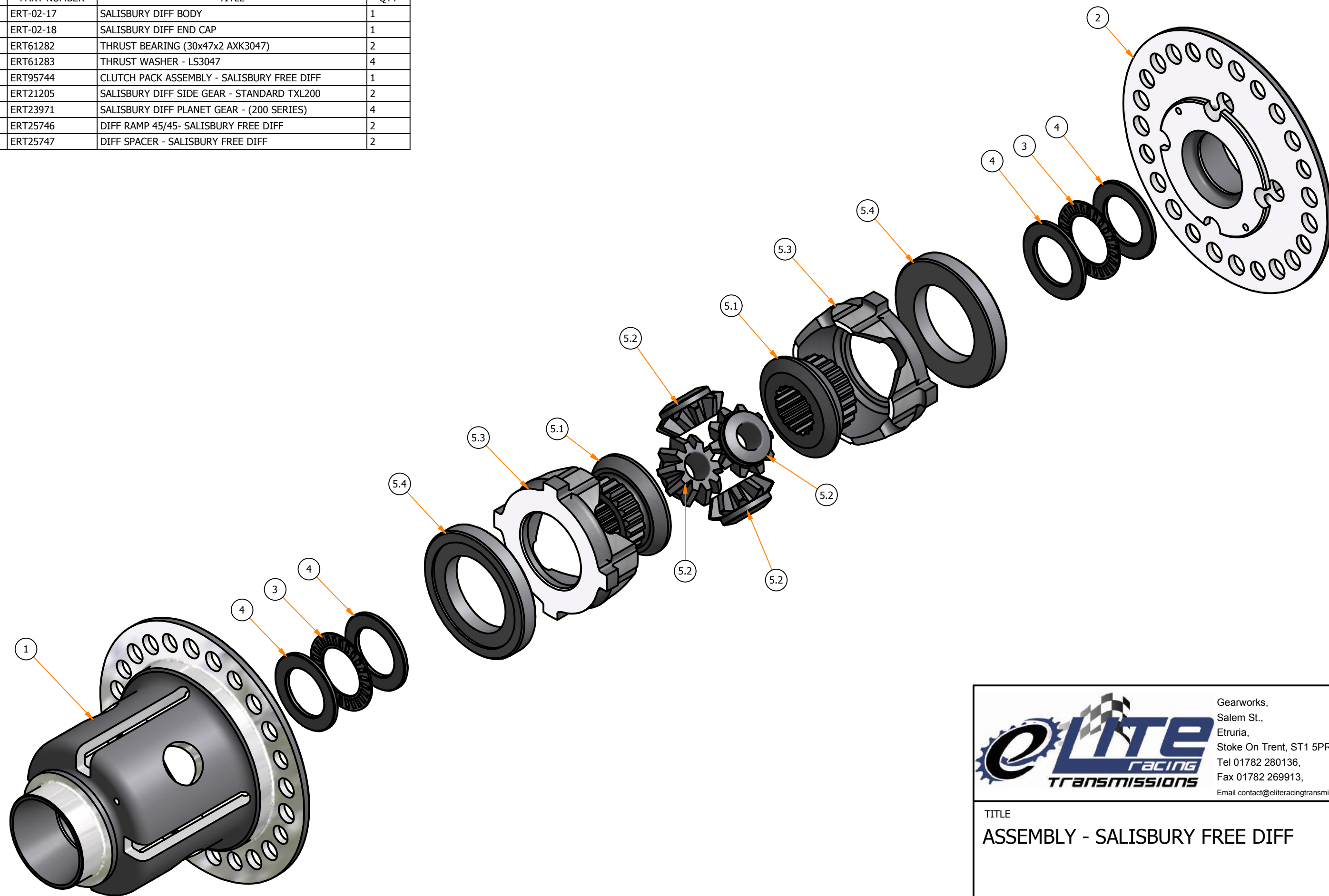
On the "other disciplines" front, The Maxxis 510 is now virtually the default sporting trails tyre. The Car Trials fraternity have removed remoulds from their draconian list of banned tyres introduced to this meeting in September of last year, but NOT for BTRDA/MSA Championship events. Car Trials have adopted an Eligibility Scrutineer (Mike Harris) for MSA Championship events.

There was discussion on an idea to standardise the colours of poles used to delimit a section. In general the meeting felt that so long as the numbers were always on the same side (the right) colour was less important.

IMPORTANT: The MSA have asked us to introduce regulation R18.5.5 to our rules. This reads "*Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.*" This is to fend off increasing criticism from the public about the brightness of lights at night. Whilst few of our events run in darkness, it is better to have this rule in the Blue Book than in the MCC Regulations where there might be confusion between events as to what is allowed and when.

Differentials: My memory tells me that we used to have a rule that stated that any differential that had started life as a limited slip differential was not allowed even if it had been modified to be free. I cannot find this in our current rules, but the philosophy behind it has risen. Elite Transmissions now offer a so called trials diff, which is based on their Salisbury style LSD. The trials version differs from the LSD by having a spacer in place of the clutch packs. It is easily distinguished from a traditional differential by the fact that the planet wheels do not run on pins but are encased within a pair of collars. When this unit is new it is indeed a free diff, but sporting trials experience has shown that once the collars start to wear the planet wheels become free to ride each other and push on the spacer in such a way that it starts to bind in the same way that the clutch packs do. The Sporting Trials fraternity report that this can happen in as little as 8 events. It is my recommendation that our original ruling be resurrected.

Parts List			
ITEM	PART NUMBER	TITLE	QTY
1	ERT-02-17	SALISBURY DIFF BODY	1
2	ERT-02-18	SALISBURY DIFF END CAP	1
3	ERT61282	THRUST BEARING (30x47x2 AXK3047)	2
4	ERT61283	THRUST WASHER - LS3047	4
5	ERT95744	CLUTCH PACK ASSEMBLY - SALISBURY FREE DIFF	1
5.1	ERT21205	SALISBURY DIFF SIDE GEAR - STANDARD TXL200	2
5.2	ERT23971	SALISBURY DIFF PLANET GEAR - (200 SERIES)	4
5.3	ERT25746	DIFF RAMP 45/45- SALISBURY FREE DIFF	2
5.4	ERT25747	DIFF SPACER - SALISBURY FREE DIFF	2




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TITLE
ASSEMBLY - SALISBURY FREE DIFF

DRG. No. **ERT95743** Issue
0