

**A Meeting of the Council of ACTC will be held:
Sunday 14th May 2017 starting at 14,00hrs.**

At the Majors Retreat (formerly Portcullis Inn) Tormarton (near. M4 junc. 18) NB: delegates will be able to purchase lunch from approximately 12.30 pm, and tea will be provided at the meeting.

AGENDA

1. Apologies for absence.
2. Minutes of the Meeting held on 4th September 2016
3. Matters arising from above minutes (not covered in items below)
 - 3.1 Update regarding Julian Fack's diff testing machine? Simon Woodall
 - 3.2 Still nobody appointed to do marketing for ACTC ?
 - 3.3 Common policy on Event Insurance? Simon Woodall
 - 3.4 Passenger membership via MCC Simon Woodall
 - 3.5 The possibility for Clubs to vote by post Barbara Selkirk
4. To receive nominations and elect:
 - 4.1 President
 - 4.2 Vice Presidents
5. To receive nominations and elect:
 - 5.1 Chairman – two nominations received;
Carl Talbot proposed by Stroud & District, seconded by Bristol MC
Dave Haizelden proposed by Torbay MC, seconded by Windwhistle MC
 - 5.2 Vice Chairman – one nomination received;
Pete Hart proposed by Bristol Pegasus, seconded by Bristol MC
 - 5.3 Secretary – No nominations but Bill Bennett is prepared to stand again.
 - 5.4 Treasurer – No Nominations but Barbara Selkirk is prepared to stand again.
 - 5.5 Championship Secretary – one nomination received;
John Bell proposed by Airdale & Pennines MC, seconded by Bristol MC
 - 5.6 Class 7 Coordinator – No nominations but Pete Hart is prepared to stand again.
 - 5.7 Rights of Way Officer – No nominations but Andrew Knightly-Brown is prepared to stand again.
 - 5.8 Championship Monitor – no nominations but James Shallcross is prepared to stand again.
6. Other Officers to be elected. (to be appointed at the meeting)
 - 6.1 Motorcycle coordinator.
 - 6.2 Restart Editor – Pat Toulmin happy to continue
 - 6.3 Website Manager – James Shallcross happy to continue
 - 6.4 Scrutineering Officer – John Blakeley happy to continue
 - 6.5 Award Evening Organizing Team.
 - 6.6 Tyre Officer – Pete Hart happy to continue
7. Financial Report Barbara Selkirk
 - 7.1 ACTC Club Membership
 - 7.2 Update on current financial status

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| 8. | Restart Report | Pat Toulmin |
| 9. | Website Report | James Shallcross |
| 10. | Championship Quality Report | James Shallcross |
| 11. | MSA Trials Committee report | Simon Woodall |
| 12. | Rights of Way officer report (see Attachment 1) | Andrew Knightley-Brown |
| 13. | Championship Calendars | |
| | Remaining of 2017 season | |
| | Draft calendar for 2018 season | |
| 14. | Championship reports (including Regional Championships) | Carl Talbot |
| 15. | Discussion regarding motor cycle trophies | Carl Talbot |
| 16. | Hardy Trial to be "rested" in 2017 (see attachment 2) | |
| 17. | Proposed change of date of the Tarka Trial | North Devon MC |
| 18. | Scrutineering Report (including discussion regarding Scrutineering Cards) | John Blakeley |
| 19. | Date and venue for 2016 Awards Evening | Alan Selwood |
| 20. | ACTC Championship Stickers | |
| | "I thought it a shame they have waned, because they give many competitors an enjoyable record on their cars of years of entering our sport. I should like to propose therefore that we keep producing and supplying them, providing they are not a silly cost." | Adrian Tucker-Peak |
| 21. | Proposed changes to Class 1 & 2 (see attachment 3) | Torbay MC |
| 22. | Discussion on Paper from Camel Vale (see attachment 4) Camel Vale MC | |
| 23. | AOB | |
| 24. | Date, time & place of Next Council meeting | |

PLEASE PRINT AND BRING A COPY OF THIS AGENDA and Attachments TO THE MEETING.

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Life Vice-President, Don Green

CHAIRMAN'S E-NEWSLETTER – No.5 – March 2017

PLEASE CIRCULATE WITHIN YOUR ORGANISATION

LARA – THE FUTURE

I'd like to extend a personal Thank You to everyone who attended the Steering Committee meeting at the offices of the VSCC in Chipping Norton on 17th January. It was, I hope you will all agree, an exceedingly worthwhile meeting, and we now have a way forward for the future, well ... a way forward for the next twelve months at least.

It was agreed to keep the current LARA two-level membership structure, and to maintain the annual subscriptions at £3000 for Full Members and £300 for Associate Members.

The major change is that we now have a more stable way of securing income for the Fighting Fund. Instead of relying on ad-hoc donations, we now ask members to pledge annual donations against budgeted projects, and this has been accepted as the way forward for the future. A total of nearly £14,000 was pledged at the January meeting, against a 2017-18 Fighting Fund budget of £20,000, with promises that more money would be made available as the year progresses. The three Full Members (GLASS, MSA, and TRF) have pledged the bulk of the £14,000, but four Associate Members (ACTC, MCC, VMCC and WAMC) have also pledged significant amounts. It would be nice to see other Associate Members, particularly those that are national organisations, contributing to the current projected shortfall of £6,000 on our Fighting Fund budget.

More information about LARA's financial future will be available at the AGM on 24th May.

LARA WEBSITE

The new website was launched between Christmas and the New Year. It has a temporary web address at <https://laragborg.wordpress.com/> whilst we sort-out problems with our domain name registration, the intention being to revert to <http://laragb.org/> as soon as we can. There will also be subtle changes to the 'look-and-feel' of the new site, and a lot of additional content, later in the year.

The site has a facility for anyone to sign-up for email alerts when the site is updated. Do please make this facility known to everyone within your organisation and encourage them to sign-up. This is the best possible way to make your members aware of what LARA does and why your organisation continues to support LARA and its activities.



FIGHTING FUND PROJECTS

We have identified, and budgeted-for, four main Fighting Fund 'projects' in 2017-18:

- Stakeholder Working Group (SWG).
- Motoring Stakeholder Working Group (MSWG).
- Powys County Council and s33 event authorisations.
- Traffic management in the National Parks.

You can read more about these at

<https://laragborg.wordpress.com/about/current-activities/>

Motoring Stakeholder Working Group

The four specific work area groups (Surface standards and maintenance; Traffic orders; Unsealed unclassified roads; Illegal activity) are each drafting their early papers. The next meeting is fixed for 6th April in London.

Powys County Council and s33 event authorisations

Despite several meetings, and copious e-correspondence, we seem little nearer to getting a sensible resolution to this pressing issue. Powys have steadfastly maintained their position, despite our Counsel's advice that the Powys position is indefensible. Their current proposals would place a very significant additional burden on any event which requires 'Section 33' authorisation (to use, or cross, a footpath, bridleway, or restricted byway) and, as we know only too well, what Powys does today other Councils in England and Wales may start doing tomorrow.

The current Powys proposals, if implemented nationwide, have the potential to affect all but the very biggest events as grassroots motorsport organisers struggle with the huge volume of additional paperwork required. The ACU and MSA, supported by LARA, are fighting hard on your behalf against this threat.

STEERING COMMITTEE MEETINGS FOR 2017

Wednesday, 24th May, MSA, Colnbrook.

Wednesday, 27th September, ACU, Rugby.

Andrew Brown
Honorary Chairman LARA
chairman@laragb.org

Attachment 2.

Content of email received from Andy Webb, Woolbridge Motor Club Ltd Club Secretary.

As Secretary of Woolbridge Motor Club Ltd I am writing to inform you of the decision by the Woolbridge committee to "rest" the Hardy Trial in 2017, we will review the situation in 2018 but I have to say that there will need to be some big changes for it to reappear.

We have not taken this decision lightly but due to the permanent loss of one of our main venues, the ongoing difficulties with running classic trials in Dorset, the very small number of club members actually competing in classic trials, the "reaction" of a minority of some experienced competitors on the 2016 event and the lack of organisers we believe this to be the only appropriate way forward.

As the present CofC and many of us on the committee have put a lot of effort into this event since the late 70's we are sad to see it go but prefer to take this decision rather than put on a second rate event, I personally went through hell to get the event accepted into the ACTC championship so am particularly saddened but recognise when decisions have to be made no matter how difficult.

We have discussed making the Hardy a joint event with a neighbouring club but they are not interested in this suggestion so we think it best "rested".

Entry levels have not improved and the Hardy was propped up by the large Bike entry this year (mainly local club riders not many ACTC competitors), this has been exacerbated by the compression and infilling of the calendar in the November / December period not helped by the moving of the Kyrle to sit next to our event (as supported by ACTC) and the working around Remembrance Sunday each year, Dorset and the club could never support a trial at any other time of year, we need the rain! I hope other events do not follow in our footsteps.

Woolbridge has well over 500 members, is financially very stable and organises some 30 + events every year but like many clubs the main work is done by the few. Unfortunately this doesn't necessarily mean we can find people to do everything, especially when they receive adverse comments for their efforts when the event had to overcome the major loss of the one big venue which had developed into the star of the show in 2015.

Best Regards
Andy Webb

Woolbridge Motor Club Ltd Club Secretary

Attachment 3.

In recent Trials here has been a noticeable decline in entries to Class 1&2 which is a concern. Torbay Motor Club would therefore like to propose to the ACTC that some easing of the eligibility criteria is applied for these classes in an attempt to make them more attractive and to encourage more entries.

1. Class 1 allowed to use LSD/Torque Biasing device. This stronger "off-the-shelf" units to be used as an alternative to a bespoke unit being made from a very limited number of specialist engineers, therefore increasing reliability and reducing running costs - especially as a blown Diff usually means a completely wrecked gearbox.

This will also improve the climbing ability of FWD cars which otherwise struggle on gradients by experiencing weight transfer away from the driven wheels rather than on to the driven wheels, enabling them to compete more closely with other Classes for Overall positions as well as assisting Clerks of Course "levelling" across classes.

2. Class 2 vehicle period extended from pre-1941 to a more recent date.
Proposed dates are;

- a. Historic MOT exempt,
- b. pre-1965, or
- c. Historic Tax Exempt.

The scope could also allow pre-1941 vehicles to use components up to the agreed new cut-off (subject to further discussion and agreement).

If Historic Tax Exempt is adopted then modification restrictions may need to be applied to make the vehicles more "standard" (i.e. carburettor, exhaust size etc).

By allowing the use of more "modern" vehicle or components it enables
(i) a wider scope of existing Trials vehicles, which currently only make rare appearances, to be eligible to run in a Class which is less demanding (in terms of Start Lines, Restarts, tyre pressure limits etc). For example Morgan and HRG.
(ii) increases the scope for pre-1941 vehicles to use a wider range of components and spares, therefore easing the "maintainability" of these vehicles.

Club Reps are asked to discuss these proposed changes with their members and present an agreed Club view for a Vote to be taken at the next ACTC meeting on 14th May 2017as follows;

- | | |
|---|---------------------------|
| 1. Does your Club support Proposal 1 to allow LSD? | Yes/No |
| 2. Does your Club support Proposal 2? If Yes which cut-off date? | Yes/No (a), (b) or (c) |

Torbay Motor Club.

Attachment 4.

ACTC Comments

05.04.2017

Many competitors currently competing in Classic Trials are not happy concerning recent rule changes introduced by the ACTC, eg tyres and period engine ruling.

They feel that it restricts innovation and the ability to use your own skills to produce a competitive car within minimal costs and give the individual satisfaction.

The tyre ruling concerning the use of remoulds is felt by many that it will increase the cost therefore not attractive to encourage new blood into the sport. ~

The previous engine rule gave everyone the ability to use their head and find cost effective solutions, currently the period engine rule just escalates the cost as older vehicles and engines are in short supply and can be very expensive to build. By comparison modern engines are freely available from breakers, plenty to choose from and economical to purchase.

To encourage new competitors the rules need to be simplified so that modern front wheel drive cars can be entered and be competitive however the differential problems will no doubt put people off using FWD therefore the use of torque biasing units (Quaife) not plate type limited slip units would alleviate this issue. Engine size should not be restricted but must be an engine by the same car manufacturer.

Communication of what is happening in the trialling world needs improvement , official documents from motor clubs and the ACTC needs changing , not relying on Facebook or Twitter etc. these have a place but not for official communications.

The most important change that needs to be made is the voting procedure. The current procedure allows a club that does not run a trial to have the same amount of voting power as a club which runs 3 championship trials in a year (Camel Vale runs 1 ACTC and 2 ASWMC events a year). Surely this can be more fairly weighted to represent the views of the trialling majority amongst the clubs? At a recent meeting of 20 Camel Vale Motor Club members; a result of 19 to 1 in favour of keeping the engine rule the same was recorded but again this is only counted as 1 yes vote for the ACTC. Michael Leete who is surely the easiest trialler in the sport to communicate with thanks to his online presence, stated he is a member of 3 different motor clubs, yet none of them asked for his vote regarding the engine rule proposal. The ACTC voting system is in desperate need of an overhaul.