

**Minutes of the Council Meeting of the ACTC**  
**Held on Sunday 14<sup>th</sup> May 2017**  
**At the Major's Retreat Inn, Tormarton.**

**Members and Officers Present:**

Barbara Selkirk - Treasurer / VWOC GB  
Bill Bennett - Secretary  
Giles Greenslade - Chairman  
Carl Talbot - Championship Sec.  
Andy Webb - Woolbridge MC  
Richard Andrews – Ross & District MC  
Neil Forrest - Ross & District MC  
Mike Ellis - Stroud & District MC  
Ian Facey - Holsworthy MC  
Dudley Sterry - MCC  
Adrian Tucker-Peake – MGCC  
Brian Osborn - MGCC  
Robin Moore - Launceston & North Cornwall MC  
26 people present with 16 member clubs represented.

Simon Woodall - President / VWOC GB  
Pete Hart - Class 7 / Bristol / Dellow MC  
James Shallcross - Championship Monitor / Camel Vale  
Mal Allen - Bristol Pegasus MC  
Sue Webb - Woolbridge MC  
Brian Partridge - Outgoing Vice Chairman  
Keith Sanders - Torbay MC  
Nick Farmer - Windwhistle MC  
John Barthram - North Devon MC  
Barrie Kirton - MCC  
Barry Clark - VSCC  
Peter Cooper - Launceston & North Cornwall MC  
John Blakeley - ACTC Scrutineer

**1. Apologies for Absence:**

Chris Phillips	Jonathan Toulmin
Pat Toulmin	Triston White
Andrew Knightly-Brown	Alan Foster
David Haizelden	Greg Warren
Kirsty Andrew	

**2. Minutes of Previous Meeting on 4<sup>th</sup> September 2016.**

Acceptance proposed by VWOC and seconded by MGCC. Passed unanimously.

**3. Matters arising from the above minutes (and not covered in items below)**

- 3.1** It was reported that development of the Fack diff testing machine had been halted because other possibly more accurate ways of testing diffs was being explored.
- 3.2** Still nobody has been appointed to handle the marketing of the ACTC. **A volunteer is urgently sought.**
- 3.3** The block trial insurance scheme is being used by all but one club but the costs are already rising and clubs are warned to keep an eye on this, (current cost is £6.50 plus IPT per vehicle).
- 3.4** Passenger membership for passengers taking part in Nat B events and not belonging to a motor club can get their membership through the MCC for just £5 for the year to 30<sup>th</sup> Nov.  
Postal votes for ACTC meetings are not allowed by the Club's Memorandum BUT a club can be represented by any person at a meeting, even if that person is not actually a member of that club, providing the ACTC General Secretary has been officially notified in writing prior to the meeting in question. "ACTC Company Articles of Association define." The Delegate as the Representative for the time being of the Member club of ACTC." "Paragraph 22 further describes... Each member club may send two Delegates to each meeting. Only one member may vote to express the views of the member club which he represents."

**3.5**

**4. Nomination and election of President and Vice Presidents.**

- 4.1** Simon Woodall was proposed for President by MGCC and seconded by Ross & District MC. Carried unanimously.
- 4.2** There were no new proposals for Vice Presidents.

**5. Nomination and Election of Officers.**

- 5.1** Chairman. – Although there were two nominations for Chairman, Dave Haizelden withdrew his nomination before the meeting. Therefore there was only the one nomination – Carl Talbot who was accepted by the meeting unanimously.
- 5.2** Vice Chairman – one Nomination, Pete Hart who was accepted by the meeting unanimously.
- 5.3** Secretary - No new nomination so Bill Bennett continues.
- 5.4** Treasurer – No new nominations so Barbara Selkirk continues.

- 5.5 Championship Secretary – one new nomination, John Bell accepted by the meeting unanimously.
  - 5.6 Class 7 Co-ordinator – No new nominations so Pete Hart continues.
  - 5.7 Rights of Way Officer – No new nominations so Andrew Knightly-Brown continues.
  - 5.8 Championship Monitor – James Shallcross advised the meeting that he was unable to continue in this role. No new nominations were received so the **position is vacant**.
6. Other Officers to be elected by the meeting.
- 6.1 Motorcycle Co-ordinator – No nominations, position still Vacant.
  - 6.2 Restart Editor – Pat Toulmin happy to continue. Accepted by the meeting unanimously.
  - 6.3 Website Manager – James Shallcross to continue. Accepted by the meeting unanimously.
  - 6.4 Scrutineering Officer – John Blakeley to continue. Accepted by the meeting unanimously.
  - 6.5 Award Evening Organising Team – The Selwood Family, accepted by the meeting unanimously.
  - 6.6 Tyre Officer – Pete Hart to continue. Accepted by the meeting unanimously.

## 7. Financial Report.

7.2 The financial position of ACTC as at 31/12/2016 were presented to the meeting, (**see Attachment**). It was stated that postage costs should be reduced by 40% in future due to a new arrangement with the Post Office courtesy of the MCC. Some discussion followed regarding the cost of hard copies of Restart and it was asked how many people took the electronic version, it was felt very few but actual figures would be obtained from Pat Toulmin, the Treasurer and the printers Herts Display who will also be asked what are the actual savings made by issuing electric version over hard copy. Once these figures are known Pat Toulmin and the Treasurer will present their findings to Member Clubs who will be asked to find out if their members would accept electronic copies if this reduced the Championship fee.

**Action: Pat Toulmin & Barbara Selkirk**

## 8. Restart Report.

No report had been received.

## 9. Website Report.

Nothing to report although James Shallcross mentioned that he is always looking for content to put on the website to keep it fresh and current.

James was congratulated by the meeting for the great job he is doing with the website.

## 10. Championship Quality Reports.

Detailed reports from feedback submitted over the last year has been circulated to the committee and back to the relevant club for each event. James Shallcross stated that he had only received 112 responses from trialists, this is down from 188 in the previous year. Carl Talbot said that as an Event Organiser he found these reports very useful. James apologised for having to give up this roll but it was due to pressure on time. Pete Hart asked if it would be easier if Clubs asked for feedback, probably best if done in a separate email which also provided the link for the feedback. This was thought to be a very good way to encourage feedback. As stated above, we need a volunteer to manage the Championship Quality reports.

**Action: Everybody!**

## 11. MSA Trials Committee Report.

Simon Woodall gave a very full report on the MSA Trials Committee Meeting held on 7<sup>th</sup> March 2017, (please **see attached notes**) which in the light of the recent accident on the Exeter trial include some vital instructions for trials organisers which must be passed on to all marshals. Another topic in the report which caused quite a bit of discussion was the proposal that allows two drivers to share the driving on a trial. This proposal is only aimed at Clubman events and possibly Class 0. – For further discussion.

Another important note for organisers of trials which cater for both cars and bikes, there must be two sets of paperwork – one for the bikes and one for cars. **This is with immediate effect.**

It was also mentioned that organisers should consider taking contact details for marshals in case a marshal is injured.

**Action: Trials Organisers.**

## 12. Rights of way Officer's Report.

Although Andrew Knightly-Brown could not make the ACTC meeting he send through very comprehensive notes which were distributed before the meeting but are also attached to these minutes.

There was a very long discussion regarding ACTC supporting the fighting fund of Lara and it was agreed by all how important the work done by LARA is in fighting to maintain rights of way used on our trials. A proposal made by Bristol MC and seconded by Launceston & North Cornwall MC to support the LARA fighting fund with £1,000.00 per year was carried unanimously. This year the £1,000.00 will be paid from the funds held by

ACTC, and it was agreed Clubs would discuss which would be the most agreeable way for them to support this fund in the future. Do they increase the entry fee of their trials (with a note explaining the support going to LARA) or do the clubs pay an extra £40 on their subscription to ACTC.

Club proposals should be sent to the ACTC Secretary in time to go out with the agenda for the September ACTC meeting.

It was also thought it would be a good idea if a LARA explanation was included in the next copy of Restart.

**Action: Clubs and Restart Editor.**

### **13. Championship Calendars.**

#### **13.1 2017 Calendar.**

It was noted that the date of the Edinburgh Trial had been changed to September 30<sup>th</sup> because of a clash with a VSCC event.

The Hardy Trial is being "rested" this year, hopefully returning to the calendar for 2018.

The date of the Tarka trial will change to Sunday 19<sup>th</sup> November and will be a full championship round. **Both this date change and the championship status is for one year only.**

Please see Version 6 of the 2017 calendar attached to these minutes.

#### **13.2 2018 Calendar.**

There were a number of changes to be made to the version 1 of the 2018 calendar, these have been corrected and version 2 of the calendar are attached to these minutes.

### **14. Championship Report.**

Giles started by apologising for the confusion over the final positions in the 2016 championships, and thanked James Shallcross for his valuable help in sorting these out. Giles went on to say that one reason for the confusion was because Clubs did not differentiate between those competitors who were competing in Nat B or Clubman status. This is very important as any competitors competing in the clubman event are not considered in the results for the Championship. It's also very important that the results also give the names of the passengers at least in the Nat B event as these are needed for the Navigators league.

**Action: All Club Results Teams.**

The following numbers are registered for this year's championship.

78 Cars

12 bikes (incl. 2 outfits)

23 people for receiving Restart only

24 Navigators.

It was also mentioned that motorcyclists prefer the overall scoring position (as used for the Wheelspin Championship) rather than the class position (as used for the Crackington championship) and as used for motorbikes now. This was discussed and voted on. Proposed by VW owners Club GB and seconded by North Devon MC. The motion was carried 14 in favour and 2 against. The new scoring system will be start for 2018.

It was also mentioned that some motorcyclists preferred the scoring system of 1 point for 1<sup>st</sup> footing, 2 points for 2<sup>nd</sup> footings, 3 points for any further footings provided they cleared the section without stopping, and 5 points for stopping in the section.

### **15. Discussion regarding the number of trophies to be presented to Motorcyclists.**

Because of the lower numbers of motorcyclists entering the Championship there was a discussion on how many trophies should be awarded each year. The following proposal was made.

If there were less than 10 riders in the championship then only 2 trophies would be awarded.

If there were from 11 to 20 riders then 3 trophies would be awarded.

If there were from 21 to 30 riders then 4 trophies would be awarded.

And if there were over 30 riders then 5 trophies would be awarded.

This was proposed by Stroud & District MC, seconded by Camel Vale MC and carried 15 votes for and 1 against.

### **16. Hardy Trial.**

As mentioned before, the Hardy trial is being "rested" for one year in 2017. The Woolbridge MC will hold a meeting in January 2018 when hopefully the decision to run the Hardy Trial again in 2018 will be made.

**Watch this space!**

### **17. Proposed change of date for the Tarka Trial.**

This was agreed for one year only. Please see above.

## 18. Scrutineering Report.

Unfortunately due to pressure on time John Blakeley had not been able to get to many events recently. He reported that the card system was not working because they were not being returned by clubs or kept up to date. Faults previously recorded were not being checked / crossed off and MOT dates, tax dates, etc. were not being entered. Some clubs didn't even request cards to be produced for their event. Because it was agreed that the yellow card system was a very good way of tracking faults, etc. clubs were asked to use the system as it was intended.

**Action: to be brought to the attention of all clubs.**

There was a discussion on the accessibility of the yellow battery leads on a lot of cars which might have to be cut in the case of an accident. The battery is often buried under a lot of stuff in the back of the car. It was suggested that all cars should be fitted with an external isolation switch. This matter will be considered at a future meeting of the Technical Committee.

**Action: Technical Committee**

## 19. Date and venue of 2016 Awards Evening.

The Organisation of this is being managed by the Selwood family who were unable to attend this meeting. Because the Padbrook venue used in past years was in some doubt Alan Selwood has been looking for other venues, but not many found either because they don't have a suitable room, or that they don't have enough accommodation, or that bar prices are considered prohibitive. The Holiday Inn near Junction 25, Taunton was being checked although there needs to be some negotiation over bar prices. It was also mentioned that Padbrook Country Club appears to be up and running again so perhaps another possibility. The date for the event is being considered towards the end of July for this year although it was thought better if it could be earlier in the year for future years, possibly in February or March. Further information to follow as soon as available.

## 20. Championship Stickers.

Adrian Tucker-Peak asked that the Championship stickers could be produced again as some competitors liked to keep them as a record of their involvement. It was agreed these would be provided again for both 2016 (included in accounts item 7) & 2017 from either the printer used in the past details passed from Chris Phillips, cost £59.76 for 130 and get a comparison quote from and Nigel Winkworth (contact through Andy Webb).

**Action: Carl Talbot / John Bell**

## 21. Proposed Changes to Classes 1 & 2.

A proposal was submitted by Torbay MC and sent out with the agendas of the meeting. This proposal was in two parts, part 1 was that Class 1 be allowed to use limited slip diffs to improve their ability to climb the hills and close the gap between them and the higher classes, and also to improve the reliability of the transmissions. There was some sympathy with this proposal in the room, especially for a trial period of say four years after which a reassessment could be made. It was decided to put this back to the clubs for their discussion so that a vote could be taken at the September ACTC meeting.

**Action: To be discussed by all clubs and voted on next September.**

Part 2 of the proposal was to extend the period for class 2 from pre 1941 to a) the date of Historic MOT exemption (1959/1960, b) pre 1965, or c) Historic tax exempt. Once again there was a long debate with suggestions ranging from leave things as they are, up to a complete overhaul of the class structures. There was quite a strong feeling that the climbing ability of some class 8 cars were encouraging CoCs to make sections more and more difficult to try and stop them. This can then lead to some dangerous situations for lesser cars which fail and have to back down the section. Because of the wide diversity of opinion in the room it was agreed that once again this should be put back to the clubs for their discussion and for them to come forward with proposals for discussion at the September meeting.

**Action: Clubs to debate and make proposals for discussion at the ACTC September meeting**

## 22. Discussion on paper submitted by Camel Vale MC

This paper was distributed with the agendas of this meeting (and will be attached to these minutes for clarity) and covered a wide set of subjects but the main theme was that many competitors were unhappy with the "ACTC" and felt very distant from the decisions being made for their sport.

*It might be useful at this point to explain how the ACTC (Association of Classic Trials **Clubs**) functions. Each member club can elect up to two delegates who attend the ACTC meetings, one of which has the voting right for that club. The name and email address of the delegates must be given to the ACTC secretary so that all relevant information and notices can be sent to them for them to pass on to their clubs. All matters brought to an ACTC meeting are voted on by the **club** delegates on a majority basis. The Officers of the ACTC **do not***

*have a vote unless they are also the delegate of a member club, except for the chairman who has the deciding vote in the case of a tie. Therefore it's the clubs who vote in the rules **not the ACTC**. It is also the job of club delegates to report back to their clubs on any discussion points and make sure they have the direction of their clubs when they have to vote. A delegate with a voting right for a club can be anyone and doesn't even have to be a member of that club providing the club concerned has notified the ACTC secretary in writing before the meeting takes place, that the appointed person will be representing their club at the meeting in Question. This is particularly relevant for those clubs who find it too far for their club members to travel to ACTC meetings.*

It was suggested by Camel Vale that the voting rights should be re-distributed with more emphasis on those clubs who are more active in classic trials. This was discussed during the meeting but it was found very difficult to come up with a formula which would be fair to all concerned. For this reason this subject is being referred back to the clubs for their discussion and for their delegates to come to the September ACTC meeting with proposals for further discussion.

**Action: Clubs to discuss and instruct their delegates with their proposals for the next ACTC meeting**

### **23. AOB**

There was a brief discussion regarding passengers being asked to get out of cars before the cars back down sections. Many people thought this was potentially a very dangerous practice which could lead to a greater risk of personal injury. It was also noted that VSCC who originally instigated this rule have in fact relaxed the rule and it is understood that they rely on the section chief marshal to make the decision on an individual basis how cars are safely returned down the section. The meeting agreed that Adrian Tucker-Peake would have a look at this safety point on behalf of the ACTC and come back with a proposal for further discussion.

**Action: Adrian Tucker-Peake**

**The Date of the next ACTC meeting is Sunday 3<sup>rd</sup> September 2017, 2.00 pm at The Majors Retreat, Tormarton.**

**All documentation & agenda items for this meeting to be with the secretary by 24<sup>th</sup> July 2017**



ASSOCIATION OF CLASSIC TRIALS CLUBS LTD - 04303196

Profit & Loss - Association of Classic Trials Clubs

For The 12 month Period to 31.12.16.

			Total	Governana	Championship
Income - Club Subscriptions 26 clubs x £40	1,040.00	Trophy Engraving 2016	298.50		298.50
- Motorcycle subscriptions 12 x £15	180.00	Replicas 2016	407.22		407.22
- Advertising Revenue	140.00	Championship Stickers	57.50		57.50
- Championship contenders	2,588.00	Championship Printing, Posting & Photocopying	80.20		80.20
Calendars 2016 Income	580	Restart, 4 issues	1,296.33		1,296.33
Calendars 2016 Cost inc postage	569.76	Restart postage, 4 issues	392.22		392.22
Bank Interest		Webb site/PR/Fasthosts	75.00	75.00	
Awards presentation & D&D	Income £1,323.95	MSA	74.00	74.00	
Padbrook Park	Expense £1,589.00	Limited company annual return	13.00	13.00	
		Meeting Room Hire	250.00	250.00	
		General Secretary postage & photocopying	16.80	16.80	
		Noise Meter calibration	142.80	142.80	
		Scrutineering Stipend	150.00	150.00	
		Scrutineering card	10.00	10.00	
		LARA subscription	250.00	250.00	
		LARA Fighting Fund donation			
<b>Total Income</b>	<b>3,693.19</b>	<b>Total expenditure</b>	<b>3,513.57</b>	<b>981.60</b>	<b>2,531.97</b>
Prepared by Barbara Selkirk ACMA		<b>Profit for the year to 31.12.16.</b>	<b>179.62</b>	<b>123.59</b>	<b>56.03</b>

Balance Sheet - ACTC Classic Trials Clubs @ 31.12.2016

RETAINED EARNINGS

Balances Brought Forward from 31.12.11		
ACTC Accumulated Fund B/fd	5,164.78	
ACTC Reserves Fund B/fd	5,000.00	10,164.78
12 month Profit to 31.12.2016	179.62	179.62
<b>Total</b>	<b>10,344.40</b>	

ASSETS

Trophies - donated	1,101.00	
Bank account		
- Reserves in deposit accour	5,000.00	
- Deposit account	6,505.13	
- Current accounts	828.83	
Restart Postage float paid to Editor	100.00	
Postage float paid to Championship Secretary	0.00	
Debtors - calendars 2017 paid in 2016	243.00	12,676.96
Creditors & Accruals	-2,332.56	-2,332.56
<b>Total</b>	<b>10,344.40</b>	<b>10,344.40</b>

# Report on the MSA Trials Committee Meeting 7th-March-17

For 2017 the members of this committee are, Nick Pollitt (chairman; an MCC member and very occasional competitor); Martin Halliday, (HSTA Rep and past secretary of this association); Mark Hoppe (Mainly a PCT person but also a member of the X-90 fraternity); Barrie Parker (BTRDA Rep and MCC Regular); Duncan Stephens and Tim Whellock (MCC Rep) both of whom need no introduction; plus Andrew Tarring (VSCC Secretary) and Josh Veale and Simon Kingsley who are both Sporting Trials personalities.

Happening as it did at the beginning of March, Ian Davis (MSA – Editor of the “Blue Book”) deemed it inappropriate to discuss the Exeter incident, but it was noted that the MSA in general were impressed by the handling of it all. The one point that should be made on the subject is to emphasise the need to ensure the accuracy of Emergency Contact Details. I have been sending out to events in the early part of the year the following instructions. (When I have remembered!)

In the light of the recent Exeter Incident, the instructions you give to marshals should include the following or a paraphrase thereof:-

In the event of a major incident, you should:

- 1) Call an Ambulance
- 2) Call the Police
- 3) Cordon Off the Area
- 4) Obtain the names and addresses of all those that saw the incident including Marshals, Competitors and Spectators

Do not allow anyone except a qualified medical person to move the casualty.

Do NOT move the vehicle except to free a trapped casualty.

Don't touch anything, don't move anything.

Take Photographs. Do not give these photographs to anyone except the Police

As part of your signing on paperwork, you MUST ensure you have the name, not just a signature, of any passenger who was not on the entry form – all the TBA's etc.

Ensure you have a form at signing on that said TBA's can fill in their emergency contact details – Comp Number; Name; Contact details; Relationship

Forest Enterprise: An agreement has been reached with FE that will see a 15% increase in fees over the next three years. Whilst not of immediate import to this council and agreement has also been reach with NRW, who instead of charging to cover their repair costs have now put the responsibility for repairs back in the hands of Rally4Wales. The forestry industry and been tasked with improving their safety record. The motorsport aspect of this had been assisted by the RallyFuture programme within Stage Rallying, but other disciplines may require similar documents and processes in future. To us, this will mean better Risk Assesments, improved signage; better briefing of marshals.

Drones: It is now a offence to use a Drone at a Motorsports event, unless the operator holds the correct CAA licence and has the C-of-C's permission.

T10.6.1 – The Engine Change rule. This was presented to the committee, and is currently “out for consultation” before being brought back to the committee for ratification and presentation to Motor Sports Council.

Tyre Pressure Penalties: Duncan Stephens reported that at the recent Open Meeting, a suggestion had been made to add the words “up to” to the list of penalties in regulation T7.5(o), in order to not be so rigid and to allow Championships and Clubs to set their own penalties. The Chairman added that he felt this would encourage more penalties to be given if the mark incurred was not so high. The current MSA rule demands a 50 point penalty, although in the Classic Trials fraternity we seem to have settled on a 12 point per offence system

Electric Handbrakes: Duncan Stephens asked whether a vehicle should be required to have a mechanical handbrake, as electric handbrakes were dangerous when using this to reverse off of a section. There was nothing in the Yearbook currently to prevent such vehicles competing. (recent versions of the Mazda MX5 are so equipped) Ian Davis observed that this was part of a bigger concern within motorsport as a whole, with modern cars being very different to those used when the regulations were first written.

T4.1.10: Currently this insists only one person driving the car. The proposal is that drivers could share the sections between them as a single entry, with one score, one trophy; one entry fee, as the entry was classified as the vehicle and driver(s) and one position at the end of the day. Do not confuse this with ‘double driving’, This is one car to being driven by a team,. The relevant regulations would then be opened to amendment with the Supplementary Regulations for an event. If we are to adopt this, my recommendation should be that this is only for Clubsport events, and that before we agree to do it, a set of standards is laid out regarding who drives on the public highway as this has insurance implications, and includes therefore who drives on the sections that are public highways. I think this could be beneficial in our search for new blood as it allows the novice to share cars and costs.

Motorcycles: The MSA have asked that thos events \that include both cars an motorcycles should produce two separate sets of Regs, one for cars with no mention of bikes; and vice versa. The reason for this being that they have been obliged recently to defend themselves in court against the actions of bikes on an event and had to spend barrister amounts of money on pointing out that the ACU was running the bike part.

# ACTC COUNCIL MEETING – 14<sup>th</sup> MAY 2017

## RIGHTS OF WAY REPORT

### 1 LARA

- 1.1 Since the last ACTC Council Meeting on 4<sup>th</sup> September 2016, there have been two LARA Steering Committee meetings, on the 21<sup>st</sup> September 2016 and 17<sup>th</sup> January 2017, both of which I attended as Chairman. Simon Woodall represented the ACTC on 17<sup>th</sup> January to prevent any conflict-of-interests between my role as Chairman and ACTC delegate.
- 1.2 The next LARA Steering Committee meeting, and AGM, is on 24<sup>th</sup> May and I will be attending in my dual role as Chairman and ACTC delegate.
- 1.3 Since the last ACTC Council Meeting, I have published four LARA Chairman's E-Newsletters, and attach these to this report. I think these say all that ACTC member clubs need to know about LARA's activities in general but I am always happy to answer detailed questions by email.
- 1.4 I would particularly like to thank Bristol Motor Club for their generous donation to the LARA Fighting Fund and look forward to the results of Barbara's proposals for the ACTC to make similar donations.

### 2 ASSISTANCE TO CLUBS

- 2.1 Nothing to report.

### 3 TRIALS SECTIONS DATABASE

- 3.1 I would remind delegates that I am still collecting information on the sections used for all ACTC Championship events, and some non-Championship events. Although very little of this information has been processed and added to the Database over the last year, I can generally answer specific questions when asked.
- 3.2 For those of you who may be new to the ACTC, the purpose of the Database is to record the location and status (Private land, Byway, Unsealed Unclassified Road, etc.) of every section used on every major trial, and the Database currently lists 1170 sections across 100+ years of classic trialling.
- 3.3 <https://wheelspinclassictrials.wordpress.com/sections/trials-sections-database/> is the page on my personal Wheelspin website where I publish the Public information, The Confidential information is available to all ACTC clubs on request.

*Andrew Brown  
ACTC Rights of Way Officer  
8 May 2017*





[www.laragb.org](http://www.laragb.org)  
[admin@laragb.org](mailto:admin@laragb.org)

Life Vice-President, Don Green

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## **CHAIRMAN'S E-NEWSLETTER – No.3 – November 2016**

An update on LARA activities since the Steering Committee meeting on 21<sup>st</sup> September.

### **WELSH LAF CONFERENCE**

LARA, along with Ramblers Cymru, the BHS, and Cycling UK (*aka* the CTC), were invited to speak at the National Conference of the Local Access Forums in Wales, held at the Royal Welsh Showground in Builth Wells on 19<sup>th</sup> October. All four organisations were asked to address the topic of “Advocating a future for public access rights in Wales”. Our presentation, which should be available online in the near future, was generally well-received although there were a few predictably dissenting voices.

### **POWYS COUNTY COUNCIL AND EVENT AUTHORISATIONS**

Hallowe'en - and the motorsports team (ACU, MSA, LARA) had a second scheduled meeting in Llandrindod Wells to try to reach agreement on the essential paperwork and processes for applying for s.33 authorisation – which allows motor trials to use (or cross) footpaths, bridleways, and restricted byways.

The discussions and outcome remain confidential whilst we continue the process but our team emerged feeling that some good progress had been made, and with a clear brief on how we take this forward, with a further meeting this side of Christmas.

### **THE 'MOTORING FORUM'**

This is taking place at Natural England's Crewe offices on 17<sup>th</sup> November. After some intensive lobbying “we” now have a reasonable number of seats at the table. Alan Kind will be representing LARA; Duncan Green will be representing GLASS and TreadLightly; and John Vannuffel will be representing the TRF; there are at least two other delegates who are pro-MPV-use on unsurfaced highways. Every organisation represented has been asked to submit 5 key points for discussion, and Alan, Duncan, and John are already working on a coordinated approach. We'll report-back, as appropriate, after the meeting.

### **LARA WEBSITE**

Work has started on a new design for the LARA website, with the current intention of a re-launch early in the New Year, and hopefully before the Steering Committee meeting at the VSCC in January.



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## LARA FINANCES

We're now confident that we have adequate funds to see us through the current year for General Account activities. The Fighting Fund is, however, emptying fast and we are most grateful to the ANCC for making a significant donation.

## STEERING COMMITTEE MEETINGS FOR 2017

Tuesday, 17<sup>th</sup> January, VSCC, Chipping Norton – **NOTE new date (not 24<sup>th</sup>)**  
Wednesday, 24<sup>th</sup> May, MSA, Colnbrook – **Date confirmed (not 17<sup>th</sup>)**.  
Wednesday, 27<sup>th</sup> September, ACU, Rugby.

Best wishes to you all

Andrew Brown  
Honorary Chairman LARA  
[chairman@laragb.org](mailto:chairman@laragb.org)



[www.laragb.org](http://www.laragb.org)  
[admin@laragb.org](mailto:admin@laragb.org)

Life Vice-President, Don Green

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## CHAIRMAN'S E-NEWSLETTER – No.4 – December 2016

### LARA – OPTIONS FOR THE FUTURE

You should all have received a copy of this discussion paper, circulated by email during the morning of Thursday, 1<sup>st</sup> December. But I do know of at least one instance of the email going into a delegate's "spam" folder, so if you have NOT received a copy, please contact me IMMEDIATELY and I will forward one to you directly. This discussion paper is IMPORTANT, so please do NOT ignore.

I have already had informal approaches from two member organisations pointing-out that my discussion paper ignores the possibility of a radical restructuring of LARA as one of the options. One of their proposals is worth sharing now, so that all members have a chance to consider it before we meet on 17<sup>th</sup> January. Rather than re-write the paper I will, at the meeting, discuss this under Option 2 (Continue LARA with new funding arrangements).

The proposal being formulated is that we return to one class of membership, with an annual subscription set to cover the General Account running costs – 12 members each paying £1250 is one option (the proposers believe that at least 12 of the current members might pay this amount). Each member would then make a formal pledge to contribute £x to the Fighting Fund every year for, say, three years. Smaller organisations could make ad-hoc alliances to "buy one seat at the table" between them.

This option would not be easy to implement. Constitutional changes can be made only at the AGM (24<sup>th</sup> May 2017), but we generally ask for annual subscriptions to be paid from 1<sup>st</sup> April. But if there is sufficient momentum behind this idea, in principle, then I'm sure we can overcome the administrative complexities.

Food for thought over Christmas?

### MOTORING STAKEHOLDER WORKING GROUP

We're back, after the meeting at Natural England's Crewe offices on 17<sup>th</sup> November, to the original title. Alan Kind has already reported in detail but, in principle, the meeting agreed to pursue four topics: Surface standards and maintenance; Traffic orders; the Status of unsealed unclassified roads; and Illegal motoring, including on footpaths, bridleways, and open country. Alan has agreed to act as a "secretariat" to co-ordinate the work of the four sub-groups. This is a potential workload for LARA until the end of 2017, at the earliest.





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## **POWYS COUNTY COUNCIL AND EVENT AUTHORISATIONS**

The third meeting in the current cycle was held in Llandrindod Wells on 15<sup>th</sup> December. Motorsport was represented by Simon Blunt and Simon Fowler (MSA), Alan Kind (ACU), and Chris Tomley (LARA). The meeting generated yet more actions for the motorsport representatives and it now looks likely that this matter will not be resolved until well into 2017. We can, however, report some minor “softening” of the Powys CC position since the previous meeting.

## **LARA WEBSITE**

We have finally started work on a new website. We may decide to launch an interim version, with minimal current content, before transferring the bulk of the archive material from the existing site. If we do launch an interim version, it will probably be sometime over the next couple of weeks, so please don't ignore emails from LARA over Christmas and the New Year.

## **STEERING COMMITTEE MEETINGS FOR 2017**

Tuesday, 17<sup>th</sup> January, VSCC, Chipping Norton.  
Wednesday, 24<sup>th</sup> May, MSA, Colnbrook.  
Wednesday, 27<sup>th</sup> September, ACU, Rugby.

Seasonal greetings to you all

Andrew Brown  
Honorary Chairman LARA  
[chairman@laragb.org](mailto:chairman@laragb.org)



www.laragb.org  
admin@laragb.org

Life Vice-President, Don Green

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## 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 17<sup>th</sup> 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 24<sup>th</sup> 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, 24<sup>th</sup> May, MSA, Colnbrook.

Wednesday, 27<sup>th</sup> September, ACU, Rugby.

Andrew Brown  
Honorary Chairman LARA  
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Life Vice-President, Don Green

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## CHAIRMAN'S E-NEWSLETTER – No.6 – April 2017

**PLEASE CIRCULATE WITHIN YOUR ORGANISATION**

### LARA MEMBERSHIP

We're delighted to report that the ACU have 'upgraded' from Associate Members to Full Members for 2017-18. This means that we now have, once again, Full Members representing all four user groups – motorsport / recreation and 2/3 wheels / 4 wheels.

### LARA FINANCES

We closed the LARA Financial Year on 31<sup>st</sup> March with a small surplus in the General Account, even after making a significant transfer to support the Fighting Fund. The Fighting Fund was, as predicted, almost completely depleted at the Year End but is now being slowly rebuilt as we begin to receive the pledges made at the last Steering Committee meeting. The full accounts for the year 2016-17 should be available for circulation with the Agenda for the AGM on 24<sup>th</sup> May.

### DONATIONS TO LARA

We have received a number of donations during 2016-17 and I am conscious that there are some which I have not acknowledged personally, for which please accept my apologies. To clear my conscience, we would very much like to thank the following:

#### Donations to the General Account in 2016-17

The following Associate Members voluntarily topped-up their £250 subscription with an additional £50: ASWMC, EMAMC, FBHVC, PDVUG.

#### Donations to the Fighting Fund in 2016-17

Donations via PayPal	£ 76.68 (April 2016)
Essex Land Rover Club	£ 482.80 (May 2016)
VMCC Cotswold	£ 71.55 (May 2016)
MSA	£ 2900.00 (May 2016)
ANCC	£ 500.00 (October 2016)
VMCC South Durham	£ 292.00 (November 2016)
TRF	£ 750.00 (December 2016)
Red Rose Land Rover Club	£ 120.00 (January 2017)

Total: £ 5193.03 (As will be shown in the Accounts)





We have already received donations to the Fighting Fund for 2017-18 from:

VMCC (as pledged SCM 17-Jan)	£ 1000.00
WAMC (as pledged SCM 17-Jan)	£ 700.00
Bristol Motor Club	£ 500.00
VMCC Northumbrian	£ 100.00
VMCC West Wilts	£ 150.00
VMCC Taverners (Leicester)	£ 100.00

## **FIGHTING FUND PROJECTS**

### **Motoring Stakeholder Working Group**

The MSWG had its second meeting on 6 April with a high turnout of members. The Group is now trying to find a member or observer from Wales, as many of the issues are common to both England and Wales and new environmental legislation is coming up in the Welsh Assembly in the near future. Each of the four sub-groups (traffic regulation, unsealed unclassified roads, surface standards, and unlawful / anti-social driving) now has a first-draft report, and members will continue to develop these before the next meeting, currently scheduled for late June 2017. We are still looking for photographs, magazine articles, personal recollections, etc., showing everyday motoring (not competition events) on unsealed roads from circa 1980, and back as far as we can go.

### **Powys County Council and s33 event authorisations**

The ongoing dialogue between ACU/ LARA/ MSA and Powys County Council continues, and we seem to be heading slowly towards some sort of conclusion. This is taking an immense amount of time, and costing all three motorsport organisations a lot of money, but, unfortunately, we can't give you any more details at the moment as we're still involved in ongoing technical debate with Powys about the legal issues.

## **LARA WEBSITE**

Please encourage everyone within your organisation to sign-up for email alerts when the site is updated. This is the best possible way to make them aware of what LARA does and why your organisation continues to support LARA and its activities. See [www.laragb.org](http://www.laragb.org)  
The sign-up facility is in the footer.

## **STEERING COMMITTEE MEETINGS FOR 2017**

Wednesday, 24<sup>th</sup> May, MSA, Colnbrook. (AGM).  
Wednesday, 27<sup>th</sup> September, ACU, Rugby.

Andrew Brown  
Honorary Chairman LARA  
[chairman@laragb.org](mailto:chairman@laragb.org)

Contact LARA: [admin@laragb.org](mailto:admin@laragb.org)







## Received from Camel Vale MC.

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.