

**The Annual General Meeting of the Council of ACTC will be held:
Sunday 3rd September 2017 at 2.00 pm.**

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. Introduction of New Officers.
- 3.
4. Minutes of Previous Meeting (Council Meeting held 24th April 2016)
5. Matters arising from Minutes of previous meeting.
 - 5.1 We still don't have a volunteer to handle marketing of the ACTC.
 - 5.2 We are also still looking for a Championship Monitor.
 - 5.3 There is no Representative for Motor bikes on the ACTC Committee.
 - 5.4 The fitting of external battery isolation switches to all trials cars still to be discussed.
 - 5.5 Championship stickers to be actioned by Carl Talbot/John Bell.
 - 5.6 Recommendation from Adrian Tucker-Peak on the safety of passengers of cars reversing down sections.
6. Vote on Proposal that Class 1 cars should be allowed to use limited slip diffs and if voted in then should it be for a four year trial period?
7. President's Introduction on the history of the ACTC – Simon Woodall
8. Chairman's Initiative – The ACTC Moving Forward – Carl Talbot
Could Clubs formulate, in order of priority, 3 areas or issues they feel the ACTC should focus on to secure and grow Classic Trials for the future.
Please email or post to the Chairman your Club's list of 3 initiatives prior to the September meeting for collation and presentation at the AGM.
[\(\[carlrtalbot@btinternet.com\]\(mailto:carlrtalbot@btinternet.com\)\)](mailto:carlrtalbot@btinternet.com)
9. MSA Trials Committee report – Simon Woodall
 - 9.1 Feedback on discussion regarding the engine rule change.
10. Car Class Structure – (see Minutes of last meeting item 22 + Agenda item 12 below, Tyres – Pete Hart
11. Voting- See minutes of last meeting, item 22
12. Tyres – Should there be a Class 8 control tyre and should the tyre list be abandoned? – Pete Hart
13. Rights of way report. – Andrew Brown
14. Awards Evening – Alan Selwood
15. Marketing – ?
16. Calendar – Carl Talbot
17. Championship Report – Carl Talbot

18. Restart
19. Website

-Pat Toulmin
- James Shallcross

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

Bill Bennett

Mountain Ash
Horton
Chipping Sodbury
South Glos.
BS37 6QJ

Tel 01454 313221
E-Mail bill@bill-bennett-eng.co.uk

If you have E-Mail can you please let me have your E-Mail address as it will reduce costs and time. Thank you.

ACTC TRIALS DRIVING – HILL REVERSING GUIDE

DRAFT FOR DISCUSSION

As we state and recognise, motorsport can be dangerous and in our specialism it is often the case that for a car driver having made an 'almost successful' climb, the task of safely and confidently reversing his steed back down a slippery, uneven and twisting track when perhaps surrounded by marshals, spectators, trees and banks, can prove daunting. Whilst the car can be relatively stable under power on the ascent, it can prove wayward under the influence of gravity and any loss of control.

Getting it wrong can be hazardous at worst, but also cause alarm, lengthy recovery delays and possibly needless vehicle damage.

However whilst there is much knowledgeable guidance and banter around the trials fraternity about the best way to drive our range of cars UP a hill, there's little to guide particularly newcomers to the equally valuable skill of reversing DOWN again.

The core principles can be summarised through the parallel principles of all modern cars' Antilock Braking Systems, A.B.S. which aim to keep us safe on slippery roads. In this case we'll call the steps 'Awareness', 'Braking' and 'Steering'.

So to go through these steps, we can begin with:

1. Preparation

Awareness:

Interaction with your surroundings is vital when reversing, so make sure in your car preparation that you can see out well both sideways and backwards, without obscured windows or high mounted ballast

Check that your reversing light is powerful and aligned for night-time action

If you have a novice passenger, give them a briefing on what to expect once you are both out on the hills

Braking:

Needless to say that the car's foot and hand brake system should be in premium condition before the event

However, damage might occur during a trial, so while waiting in line to tackle a section, give a good firm push on the brake pedal (with engine running if it has a servo) and a firm pull on the handbrake, to verify their capabilities when called upon.

Steering:

Some drivers get 'all crossed up' when reversing, with their front wheels on lock and at risk of popping the front end out of a rut or into a tree. It is important to know where they are pointing when you are slowly backing down, so a bright coloured band on the top centre of the steering wheel rim can be an invaluable aid.

Before attempting a hill, be aware of any route card or marshal instructions that explain a 'failure' route, so you are ready if it is needed.

2. Stopped on a Section

Awareness:

Engage with any marshals present and heed their advice regarding the car's placement and any immediate hazards
Remind your passenger to keep seated, arms within the car, but to help with observation. They should only get out if directed by an official

Braking:

Firmly apply the footbrake and declutch the transmission
Firmly pull the handbrake
Leave the engine running and leave transmission in its forward gear
(Note: this maintains the services like servo vacuum and steering, and the drive available to nudge forward if needed. If you selected reverse, the car would accelerate downhill even at idle revs)

Steering:

Check your front wheels' steering position, using both your tape marker and perhaps a call to a marshal
Straighten out initially if appropriate

3. Reversing Down

Awareness:

Have your passenger and marshals help guide you and watch out for any roots, steps or banks that might skid the car unexpectedly
Listen and look for any turnaround or layby instructions that are prescribed as failure routes
STOP for a pause if it is a long or tricky reverse – better to regain your wits and car control than in anxiety have it run away from you and possibly get into a precarious position that causes stress and delays.

Braking:

Lightly release the footbrake and handbrake so the car creeps back
Keep pulsing the footbrake about 2 times a second to get that ABS effect
Gradually shift to handbrake control, pulsing this application
If the car starts to slide do dabs on the footbrake again until the handbrake holds it
When you have enough gradient control, try to rely just on the handbrake to allow the front wheels to rotate and do their steering job
Keep the transmission declutched and in forward gear with engine idling
It is possible that you failed the climb because of a puncture, so be extra careful with your braking if it's clear that one wheel is maybe locking up and sliding.

Steering:

Use your free hand to steer, trying to keep in any ruts and looping around bends

Most important – DON'T let the car run sideways across a steep hill – keep it pointing uphill and keep checking your tape marker reference

If the car runs wide on a bend for example, shunt forward to regain a better position.

Once you are safely back down, thank any parties who may have helped you, take a breath and maybe 'uncrick' your neck!

All of this concentrated driving skill becomes second nature over the years, so it can be well worth doing some off-road practice or low key club events, preferably with experienced coaching, to build up confidence in your reversing A.B.S. skills before taking on the more demanding Classic Trials sections. Your passenger, our marshals and recovery crews will also thank you!

Adrian Tucker-Peake

5 August 2017

Report on the MSA Trials Committee Meeting 11th-July-17

Diff Testing: The first item on the agenda was the continuing discussion on differentials in Sporting Trials cars. Another machine is currently being built and developed that will measure not just whether or nor a differential has limited slip, but by using a strain gauge, just how much “slip” there is. This is a significant set forward because it resolves the professional engineers argument that there is no such thing as a truly free diff. By measuring a wide variety of the cars in use, it should be possible to establish a figure for the amount of slip that is acceptable. To put this in simple terms, if a locked diff equals 100% and the mythical free diff is 0%, then this machine can produce a percentage figure for all diffs tested, and a target, say no more than 10%, that any competitor must be able to achieve to pass the test. If this works, it will no longer matter what is inside the axle, it will just have to pass the test. In this case, the next paragraph will become irrelevant. The machine that is currently under construction is designed to be the size required for an NTF car and will not be big enough or strong enough for our purposes. Their machine is being built on its own trailer; our machine would probably NOT be suitable for bringing to events. At some future meeting a plan for its implementation will need to be considered.

Four-Planet Differentials: A couple of meetings ago, I reported that the MSA Technical Panel had declared that the Elite Trials Differential was not as free as it should be. This time it was the turn of the “Super-Diff”. For those of you not up-to-date with current Sporting Trials technology, the majority of top cars now use independent rear suspension, and a transaxle; either Hewland or VW depending on the depth of the owners pocket. The Hewland is based on the VW and the share the same (at least dimensionally if not materially) final drive spool. This allows them both to use existing technology in the form of an American tuning product that has been around since the late 60’s called a “Super-Diff”. A four planet wheel diff to provide extra strength. The panel had been provided with a worn version that had been taken out of a classic trials car, and they could see that severe wear had taken place both on the pins, and where the pins run in the carrier giving the planet wheels the freedom to bind with each other and increase the locking factor. They deemed the unit not to be free within the meaning of the regulations. This is important for the Classic Trials world, and I am fairly confident in saying that almost EVERY car fitted with a VW Beetle gearbox has one of these. To be 100% kosher, these units need some sort of lubrication system on the surfaces of the pins. The Fack version has needle roller bearings on the planet wheels, my own has rifled pins that screw oil into the bearing surfaces.

Modern Engines: This item threw the committee into complete disarray as new before had so many comments been received on an item. This rather flummoxed the chairman who was unsure how to proceed. As some of the comments were rather “left-field” instead of a simple for or against, it was suggested that as a compromise ACTC should look at some of the other regulations that might be affected by this change. In particular that Class 7 now appear to represent both the least restricted group of vehicles – the “modified beyond permitted limits” and the rigidly confined group – the “Kit Cars”. In addition it was suggested that some form of tuning restriction be put on cars with engine transplants such as that in R18.2. (One of the counter arguments was that the power of a standard Duratec could be achieved by spending lots of money on a Crossflow but this begged the question of how much power could you have if you spent the same money on a Duratec) R18.2 makes Road Rally competitors who have transplanted modern engines to retain the standard induction system – by which they mean Standard Throttle Body, and Standard ECU. In the face of intransigence on the part of the chairman I agree to take the rule back to Council and to re-present it next time to be taken in conjunction with some of these suggestions.

Shared Drives: As opposed to “Double Drives”. This was accepted by the committee and as it is a relaxation of the current rule it will appear in the 2018 Blue Book. I believe that this could be of benefit to us in allowing newcomers to share that car they have prepared between them. It will work well on those events that have no road mileage but where there is, it will need to be emphasised to competitors that either one driver does all the road work, including those sections that are public highways, and the other drives only the private land sections, OR two insurance premiums are taken.

As an aside to this item, it was observed that those events (typically Club PCTs rather than classics) where an underage driver is taking part, they should not drive along or over any public highway (footpath or Bridleway) that traverses the venue. It was also pointed out that the phrase “does not hold a full RTA licence” in T4.1.3 & 4 does not include those people who have had their licences revoked either on medical grounds or for being “naughty boys”. Such people DO hold full licences, they are simply not allowed to use them.

T6.4.1 This will be italicised in next year’s Blue Book.

Safety: The chairman produced a 10 point list of safety constraints for Organisers and Competitors, but these were far more relevant to Single Venue events. We should however produce our own list of do’s and Donts especially with regard to reversing back down sections.

ACTC COUNCIL MEETING – 3rd SEPTEMBER 2017

RIGHTS OF WAY REPORT

1 LARA

- 1.1 Since the last ACTC Council Meeting on 14th May 2017, there has been one LARA Steering Committee meeting (the AGM), on 24th May, which I attended as Chairman.
- 1.2 The next LARA Steering Committee meeting is on 27th September and I will be attending in my dual role as Chairman and ACTC delegate.
- 1.3 Since the last ACTC Council Meeting, no further LARA Chairman's E-Newsletters have been published.
- 1.4 LARA's Activities – Please see <https://laragborg.wordpress.com/about/current-activities/>

Motoring Stakeholder Working Group

There has been some slow progress, but nothing more significant to report since LARA Chairman's E-Newsletter No.6 (attached to my Rights of Way Report 14th May 2017).

Powys County Council and s33 event authorisations

The dialogue between ACU/LARA/MSA (on one side) and Powys CC (on the other side) continues. Although not yet fully resolved, some aspects of the two key issues can now be shared more widely:

Dual authorisation

This concerns whether events which require s33 authorisation from the Local Authority also require MSA route authorisation under The Motor Vehicles (Competitions and Trials) Regulations 1969. This will have minimal impact on events which already require MSA route authorisation (most classic trials which use tarmaced public roads, for example) but could have significant administrative impact on single venue events (PCTs and single-venue classics) which have, hitherto, not been considered as requiring MSA route authorisation. ACTC member clubs can prepare for the worst-case scenario by checking if their single venue events use, or cross, footpaths, bridleways, or restricted byways. If the event can be re-routed to entirely avoid these rights-of-way, then the event should not be affected by any changes in the s33 authorisation requirements. If using or crossing a right-of-way is unavoidable for an event, please contact me directly for more details.

Temporary closures

The current Powys proposals, to require temporary closure of any rights of way covered by s33 authorisation (even where the path is merely crossed), is a matter of local Powys policy, not law, and Powys are not alone as Cumbria have a similar process in place for events running along bridleways. These measures will place an additional administrative burden on the organisers of events, and there will be additional fees to pay. There are no wider implications at the moment, but the LARA adage is that "What Powys does today, other Councils do tomorrow". We'll keep you posted.

2 ASSISTANCE TO CLUBS

- 2.1 Nothing to report.

3 TRIALS SECTIONS DATABASE

- 3.1 Nothing to report.

ACTC 2017 Schedule

Issue

6

16th May 2017

2017 Week No	2017 Dates	Event	Club	ACTC Car Champs 2017	ACTC Invite	Car and M/C Mail List	E-Regs?	Car/Bike Class 0?	Pouncey League 2017	Red Rose 2017
1	Fri 6 Jan	Exeter	MCC	Round 1	No	No	Yes	Yes-Both	Round 1	Round 1
	Sat 7 Jan	Exeter	MCC	Round 1	No	No	Yes	Yes-Both	Round 1	Round 1
2	Sun 15 Jan									
3	Sun 22 Jan	Clee	MAC	Round 2	Yes	Yes	Yes	Yes-Cars	Round 2	Round 2
4	Sun 29 Jan	Exmoor	North Devon	Round 3	Yes	Yes	Yes	No	Round 3	Round 3
5	Sun 5 Feb	Cotswold Clouds	Stroud	Round 4	Yes	Yes	Yes	No		
6	Sun 12 Feb	Launceston	L&NCCMC		No	No	Yes	No		
	Sat 18 Feb	Exmoor Fringe	VSCC							
7	Sat 18 Feb	Northern	Fellside	Round 5	Yes	Yes	Yes	Yes-Both	Round 4	Round 4
	Sun 19 Feb	Chairmans	Holsworthy		Yes	Yes	Yes	No	Round 5	Round 5
8	Sun 26 Feb	March Hare	Falcon		Yes	Yes	Yes			
9	Sat 4 March	Not the Ebworth	Stroud		Yes	Yes	Yes	No		
	Sun 5 March	Camel Heights	Camel Vale		Yes	Yes	Yes	No		
10	Sun 12 March	Torbay	Torbay	Round 6	Yes	Yes	Yes	No	Round 6	Round 6
11	Sat 18 March	Herefordshire	VSCC							
	Sun 19 March	Herefordshire	VSCC							
12	Sun 26 March	Mothering Sunday								
13	Sun 2 April	Presidents	Camel Vale		Yes	Yes	Yes	No		
	Sun 2 April	Last date for submissions for agenda items to be discussed at May 14 meeting								
14	Sat 8 April	Scottish	VSCC							
15	Fri 14 April	Lands End	MCC	Round 7	No	No	Yes	Yes-Both	Round 7	Round 7
	Sat 15 April	Lands End	MCC	Round 7	No	No	Yes	Yes-Both	Round 7	Round 7
16	Sun 23 April									
17	Sun 30 April	Bovey Down	Windwhistle		Yes	Yes	Yes	No		
18	Sun 7 May	Yorkshire Dales	A&PMCC	Round 8	Yes	Yes	Yes	Yes-Both	Round 8	Round 8
19	Sun 14 May	ACTC Meeting								
20	Sun 21 May									
21	Sun 28 May	Durham Dales	MECVC		Yes	Yes	Yes	Yes-Both		
22	Sun 4 June									
23	Sun 11 June									
24	Sun 18 June									
25	Sun 25 June									
26	Sun 2 July	Testing Trial	MCC							
27	Sun 9 July									
28	Sun 16 July									
29	Sun 23 July	Last date for submissions for agenda items to be discussed at AGM								
30	Sun 30 July									
31	Sun 6 Aug									
32	Sun 13 Aug									
33	Sun 20 Aug									
34	Sun 27 Aug									
35	Sun 3 Sept	ACTC AGM								
36	Sat 9 Sept	Yorkshire	VSCC							
	Sun 10 Sept									
37	Sun 17 Sept	Taw & Torridge	Holsworthy	Round 9	Yes	Yes	Yes	No	Round 9	Round 9
38	Sun 24 Sept									
39	Sat 30 Sept	Edinburgh	MCC	Round 10	No	No	Yes	Yes-Both	Round 10	Round 10
40	Sat 7 Oct	Welsh	VSCC							
	Sun 8 Oct	Welsh	VSCC							
41	Sun 15 Oct	Mechanics	Stroud		Yes	Yes	Yes	No		
	Sun 15 Oct	Exmoor Clouds	Minehead	Round 11	Yes	Yes	Yes	No	Round 11	Round 11
42	Sun 22 Oct	Tamar	L&NCCMC	Round 12	Yes	Yes	Yes	No	Round 12	Round 12
43	Sun 29 Oct	Kyrle	Ross & District	Round 13	Yes	Yes	Yes	No		
44	Sat 4 Nov	Lakeland	VSCC							
	Sun 5 Nov	Bodmin	Camel Vale		Yes	Yes	Yes			
45	Sun 12 Nov	Remembrance Sunday								
46	Sat 18 Nov	Cotswold	VSCC							
	Sun 19 Nov	Tarka	North Devon	Round 14	Yes	Yes	Yes	Yes-Both	Round 13	Round 13
47	Sun 26 Nov	Allen	BMC&LCC	Round 15	Yes	Yes	Yes	No		
		Neil Westcott	Exmoor						Round 14	Round 14
48	Sun 3 Dec	Camel Classic	Camel Vale	Round 16	Yes	Yes	Yes	No		

