

Minutes of the ACTC Council Annual General Meeting Held on Sunday 3rd September 2017

Officers and Members present:

Carl Talbot – Chairman	Simon Woodall – President / VWOC
Bill Bennett – Hon Secretary / Fell Side MC / Bristol Pegasus MC	
Pete Hart – Bristol MC / Dellow Register / Airedale & Pennine MC	
Andrew Brown – Rights of Way Officer	Jonathan Toulmin – MAC
Pat Toulmin – Restart Editor	Ben Giles – Stroud & District MC
Barrie Kirton – MCC	Dudley Sterry – MCC
Dick Andrews – Ross & District MC	Graham Lampkin – M/C Co-ordinator
James Shallcross – Website Manager / Camel Vale MC / Torbay MC	
Nick Farmer – Windwhistle MC / Woolbridge MC	Chris Phillips – Vice President
Mike Chatwin – Eastwood MC	Dean Partington – MECVC Durham
Neil Forrest – Ross & District MC	Ian Facey – Holsworthy MC
Pete Cooper – Launceston & N. Cornwall MC	

20 persons present with 18 member clubs represented.

Apologies for Absence:

Alan Foster – Vice President	Dave Haizelden – Torbay MC
Keith Sanders – Torbay MC	John Bell – Airedale & Pennine MC
Mal Allen – Bristol Pegasus MC	Brian Osborn – MGCC
Adrian Tucker-Peake - MGCC	John Barthram – North Devon MC
Alan Selwood – Awards Evening Organiser	Barry Clark – VSCC
Robin Moore – Launceston & North Cornwall MC	Myke Pocock – Fell Side Auto Club
Barbara Selkirk – Treasurer / VWOC	

2. Officers:

2.1 Carl Talbot & Pete Hart were welcomed by the meeting as incoming Chairman & Vice Chairman respectively.

2.2 Graham Lampkin was welcomed to the meeting and thanked for volunteering to be the Motorcycle Co-Ordinator.

3. Minutes of the Previous Meeting (held on 14th May 2017)

Approved nem. con.

4. Matters arising from Previous Minutes (and not covered in items below)

4.1 Still no volunteer to take on the Marketing / publicity for the ACTC. This is a very important job bearing in mind the strong need to attract new entrants into our sport to keep our trials viable for clubs and therefore continue for those of us who enjoy the sport.

Action: Everybody!!

4.2 As above, no volunteer has come forward for the Championship Monitor's position. It was suggested this could be done by the Championship Secretary but it was agreed this job is already quite onerous and therefore it wouldn't be fair to increase duties further.

Action: Everybody!!

4.3 As mentioned above, Graham Lampkin has taken up the appointment of Motorcycle co-ordinator.

4.4 The fitting of an external battery isolator switch was further discussed but they were thought to be unreliable and liable to being knocked, both causing problems in sections. This matter is being passed back to the Technical Committee for further discussion.

Action: Technical Committee

4.5 Championship Stickers.

Carl has looked into getting these printed and was given a price of £64.00 + VAT for 200. Chris Phillips said he could get them done by the same people who used to do them, for less money. Carl Talbot will speak to John Bell and then confirm with Chris Phillips who is prepared to get them again. These would be for the 2018 season and passengers should also receive them. These could be sent out with the hard copies of Restart.

Action: Carl Talbot, John Bell, Chris Phillips & Pat Toulmin

4.6 Hill Reversing Guide.

Adrian Tucker-Peake was thanked for the discussion paper he prepared. There was quite a lot of discussion on this subject and it was finally agreed that what was needed was a one page guide, mainly for those new to the sport, giving advice on how they might safely reverse back down a section. Because of the large variation in cars used in trials it's important the advice is general and not aimed at any particular type of car. It also should include a disclaimer. Simon Woodall agreed to liaise with Adrian Tucker-Peake with the view to producing the new simplified version.

Action: Simon Woodall / Adrian Tucker-Peake

5. Vote on proposal that Class 1 should be allowed to use limited slip diffs.

5.1 The proposition was proposed by Torbay MC and seconded by Windwhistle MC. The motion was carried with 9 votes for, 7 votes against and 2 abstentions.

5.2 It was then proposed that the use of limited slip diffs in Class 1 should initially be for a four year trial period, after which it could be reviewed.

The motion was proposed by Torbay MC and seconded by Ross & District MC, and carried unanimously.

The trial period starts in January 2018.

6. President's Introduction on the History of the ACTC.

Simon Woodall reported that in the 1970's there were only production car or MCC rules for trials, plus each organising club had its own rules for their trials, which was quite a confusing situation for all concerned. During the late 70's a group of trialers got together to form the ACTC with the intention of standardising the regulations for Classic Trials and liaising with the MSA on behalf of the organising clubs.

In 1984 the Championships were started. Simon then emphasised that the ACTC was formed to represent the organising clubs and not as a lobby for competitors. It's ACTC's opinion that organising clubs act in the best interests of all trialists whether they are beginners or championship winners.

7. Chairman's Initiative – The ACTC Moving Forward.

Carl started by thanking Simon for the item above, he felt it was important for him to know why ACTC was founded in the first place. He then commented on the fact that there has been a lot of negativity and whinging on social media with individuals complaining about the sport, this cannot look good to any potential new comer who would probably choose not to get involved. He then asked how we could turn this into positive thinking. With this in mind he asked Clubs to send him a list of the three most important things they thought ACTC should look at. He appreciated clubs only had four weeks to discuss and respond to this request but was disappointed to only get five responses. He would like this initiative to be left open and for clubs to respond before the next meeting. Clubs are reminded that their responses should be sent direct to Carl Talbot carlralbot@btinternet.com.

Action: Clubs to give Carl their response

Carl went on to mention that he thought we should have a holding period with regard to rule changes and to make sure any changes are thoroughly discussed with plenty of time for clubs to respond. This would hopefully prevent changes being made which after a couple of years prove to be a wrong decision.

Carl then mentioned two subjects which had been raised.

1. That Trials should be made less severe and less damaging. Sections were getting steeper and rougher in an attempt to stop the very competitive Class 8 cars. This results in any newcomer either having to spend a lot of money preparing a competitive trials cars or they come away from the trial with a soul destroying score and possibly damage to their car, resulting in them being totally disheartened and probably not coming out again.
2. Individuals are undermining the direction of the sport for their own interests and taking the governance away from the clubs. Focus should come back to the organising clubs whose aim is to give a good days sport and fun to all people who come out to play.

Carl asked for feedback from the clubs on the two items above, to get an impression on how the clubs feel about the direction of the sport in general.

Action: Feedback required from Clubs

8. MSA Trials Committee Report.

A report on the MSA trials Committee Meeting on the 11th July was circulated with the agenda for this meeting, so Simon Woodall asked if there were any questions.

There was a short discussion with no conclusions. With regard to the item concerning Shared Driving, ACTC strongly recommend both drivers pay for the Lockton insurance which cover the drivers whilst driving on the public highway. This will make sure they are both fully insured if driving on a section which is a public highway or on a section which crosses a footpath. For clarity it was confirmed that the two people sharing the driving only pay one entry fee.

9. Car Class Structure.

It was recorded under item 21 of the minutes for the ACTC meeting held on 14th May 2017, that Torbay MC submitted a proposal that the cut-off period for Class 2 cars should be extended from 1941 to 1959/1960, or pre '65, or Historic exempt. There was a long discussion at the May meeting resulting in the suggestion of a complete overhaul of the class structure should be considered and clubs were invited to discuss this and come to the September meeting with proposals.

Ross & District MC proposed the following with the intention of simplifying the class structure.

Class 1 – All front wheel drive cars.

Class 2 – Pre 1959 cars including 1200cc Beetles, Austin A30 & A40, Morris Minor 1000, Ford Box Anglia & Prefect 100E.

Class 3 – All production front engined cars.

Class 4 – All production rear engined cars.

Class 5 – All non-production cars.

This caused a lot of discussion with many different variations being mentioned. To bring the discussion to a close the chairman will offer a suggestion based on the above discussions, as a starting point for further discussions.

Clubs are encouraged to discuss Class structures and for their delegates to come back to the April 2018 ACTC meeting with their proposals.

Action: Clubs to discuss and return with suggestions

10. Voting – (see item 22 of the minutes of the ACTC meeting last May)

In essence it was proposed by Camel Vale MC that ACTC voting procedure should be changed to give more power to the clubs most active in trials and their members, i.e. the competitors.

Simon Woodall reminded the meeting where ACTC started and the fact that ACTC represents the organising clubs and are not a lobby for drivers. There followed a rambling discussion, but it seemed that the real problem is lack of communication from the ACTC through to the club members. The blame for this can be distributed between the ACTC, the club delegates who should report back to the clubs, and the clubs themselves for not keeping their members informed. To try and overcome this communication problem ACTC will in future put copies of the minutes of their meetings on the website for all to read. They will also, subject to getting the email addresses of the editors of club magazines and

bulletins, send copies of their minutes direct to them for inclusion in their club publications. There is some responsibility on club members to make sure they keep up to date with any discussions.

**Action: The Chairman will contact all member clubs to get relevant email addresses.
Club delegates are encouraged to make sure their clubs are kept informed.**

11. Tyres and tyre lists.

Should there be a control tyre for class 8 and should the tyre list be abandoned in favour of tyre control by tread measurement?

Pete Hart, (Tyre Officer) Started by saying what a horrible job it was trying to run the permitted tyre list. It being a thankless job and a no-win situation with always someone feeling aggrieved or persecuted. Although it sounds radical to get rid of the tyre list it might be much easier to keep control on what tyres are allowed by judging tyres by the spacing between the blocks, this method is used by the motor cycle classes. It would be easy for competitors to know if the tyres they were buying would be legal by simply using a gauge of the correct width to measure the gaps. It would also be easier for Scrutineers to check the legality of tyres in the same way. The meeting basically agreed (with one exception), Pete Hart will now do more research and then propose a dimension for the next ACTC meeting in April.

Action: Pete Hart to research and propose a dimension for next meeting.

Should there be a control tyre for class 8 as used in Sporting Trials? This was briefly discussed with tyre pressure limits being offered as an alternative method of control.

Action: Again clubs to consider and come back with proposals

12. Rights of Way Report

A report was circulated with the agenda so the meeting was asked for any comments or questions. MECVC Durham asked what LARA did for us? It was explained that they helped us to retain the use of sections by fighting closure orders, they also keep an eye on what Councils countrywide are proposing with regard to vehicular access in the countryside. It is very easy to think that a decision made in areas not used by us do not affect us, but experience has shown that once one council has successfully restricted vehicular access setting a precedence, other councils are very quick to use this example to implement similar restrictions in their region.

It was reported that next year's funding requirement for LARA was not yet known so any decision regarding ACTC support was deferred to the next ACTC meeting in April 2018.

12a. Financial Report.

(Apologises for leaving this off the original agenda – Hon. Sec.)

An Income & Expenditure budget for 2018 was circulated at the meeting (copy attached to these minutes), this shows that a small loss was anticipated. For this reason it was suggested that the Club subs be increased by £5.00, this was approved nem. con.

13. Awards Evening.

This is being organised by the Selwood family who have spent quite a lot of time looking for suitable venues and finding suitable dates. They have finally fixed the date for Saturday 17th March 2018 when we will return to the Padbrook Park Hotel, Cullompton. This by the way is the Saturday before the Torbay trial and as Padbrook has a large parking area it was thought that some people would like to bring their trials machinery with them and then compete in the Torbay Trial the next day.

Pete and Carlie Hart are happy for the Allen Trial to be used for the return of awards held by previous winners.

Action: Alan to organise and publicise.

At this awards Evening the awards for both 2016 and 2017 will be presented. The menu and invitation will be posted on the ACTC website, and also will be promoted on social media.

Alan has negotiated a good deal with Padbrook Park which includes having the function room without cost. This will help to keep the costs of the evening down as will the fact that this year there will not be a disco as this has not been popular in past years, however there are alternative plans for the evening.

Alan needs ASAP the names of any winners of the discretionary awards for both years so that cups can be engraved.

Action: Alan/Committee

14. Marketing.

As previously stated under item 4.1, we still don't have a volunteer for this post. It is very important if we are to promote and grow our sport that someone offers their services for this role.

15. Trials Calendars.

Carl Talbot reported that there were no changes to the rest of the 2017 Trials Calendar. In 2018 the current date of the Yorkshire Trial (Sunday 6th May) clashes with the Tour of Yorkshire cycle Race. This means that accommodation will be very difficult to find and the area will be very busy with road traffic. In view of this it was requested that the date of the trial be moved a week later to Sunday 13th May. To do this the date of the Spring ACTC meeting will be moved to Sunday 8th April and to avoid the Yorkshire and Durham trials being on consecutive weekends, the Durham trial would be moved to a week later to Sunday 27th May. (Please See Version 4 of the 2018 Trials Calendar attached.)

16. Championship Reports.

Carl Talbot read out the current positions in all the ACTC Championships, which are as published on the website.

There was a short discussion on the championship scoring system used for motorcycles. Currently the system used is similar to the Crackington Championship i.e. championship points are awarded according to class position, but next year the scoring system will be changed to the "Wheelspin" system i.e. championship points awarded according to overall position. This will be reviewed again for the 2019 Championship.

17. Report from the Restart Editor.

The Editor reported that hard copies of Restart cost £2.50 per copy whereas electronic copies sent out by Pat do not cost anything because of the way she organises it. The postage costs for hard copies had been reduced by 2/3 because of the new postal system set up by Simon Woodall through the MCC.

Pat stated that she was still struggling to get content for the issues of Restart and said any articles would be gratefully received.

The archiving of past issues of Restart, Wheelspin & All Wheels Out still hasn't been sorted, the most likely places this might happen is either with the VSCC or Beaulieu Motor Museum. It was agreed that Pat should go ahead and prepare a 2018 ACTC calendar which will be offered for sale at autumn trials.

Note. Next March Pat Toulmin will have been Editing Restart for 20 years! FANTASTIC!

18. Website Report.

James Shallcross had nothing to report, but the Chairman thanked James for the sterling work he had done.

James will organise a bike section on the website for which Graham Lampkin will provide copy.

The meeting was closed at 18.39hrs.

The next ACTC meeting will be on Sunday 8th April at 14.00hrs at The Majors Retreat, Tormarton.

All items and documentation for this meeting must be sent to the Hon. Sec. by Friday 2nd March **LATEST.**