

**A Meeting of the Council of ACTC will be held:
Sunday 8th April 2018 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 3rd September 2017
3. Matters arising from above minutes (not covered in items below)
 - 3.1 We still don't have any volunteers for the position of Marketing / Publicity for the ACTC.
 - 3.2 We still don't have a Championship Monitor.
 - 3.3 Graham Lampkin who took up the position of Motorcycle Coordinator has since resigned. So this position is again vacant. (Please see the attached guidelines for this position).
 - 3.4 There hasn't been a meeting of the Technical Committee since the September ACTC meeting so the subject of isolator switches has not been discussed further.
 - 3.5 Version 3 of the Hill Reversing Guide has been issued, (attached). It has been suggested this should be simplified to a one page document.
 - 3.6 No feedback has been received by the Chairman regarding his request to clubs to list the three most urgent topics ACTC should address, or on the comment that sections should be made less severe and less damaging and that some individuals were undermining the direction of our sport.
4. To receive nominations and elect:
 - 4.1 Presidents - No Nominations but current President is prepared to stand again.
 - 4.2 Vice Presidents- No Nominations
5. To receive nominations and elect:
 - 5.1 Chairman No nominations received but current Chairman is prepared to continue.
 - 5.2 Vice Chairmen No nominations received but current Vice Chairman is prepared to continue.
 - 5.3 Secretary No nominations received but current Secretary is prepared to continue.
 - 5.4 Treasurer One nomination received.
Margaret Wheatley proposed by Airedale & Pennine MC, seconded by Eastwood & District MC.
Barbara Selkirk is standing down.
 - 5.5 Championship Secretary No nominations received but current Championship Secretary is prepared to continue.
 - 5.6 Class 7 Coordinator No nominations received but current Class 7 Coordinator is prepared to continue.
 - 5.7 Rights of Way Officer No nominations received but current Rights of Way Officer is prepared to continue.
 - 5.8 Championship Monitor No nominations received. Situation Vacant.

6. Other Officers to be elected. (to be appointed at the meeting)
 - 6.1 Motorcycle coordinator. Situation Vacant.
 - 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. – Selwood Family happy to continue
 - 6.6 Tyre Officer – Pete Hart happy to continue
7. Financial Reports. Barbara Selkirk
 - 7.1 Year-end accounts to 31/12/2017.
 - 7.2 Budget for the following year.
8. Restart Report (including report on costs, see attachment) Pat Toulmin
9. Website Report James Shallcross
10. No Championship Quality Report Situation Vacant
11. MSA Trials Committee (No report as no meeting has taken place since September)
12. Rights of Way officer report Andrew Knightley-Brown
13. Championship Calendars
 - Remaining of 2018 season
 - Draft calendar for 2019 season Carl Talbot (in John Bell's absence)
14. Championship reports (including Regional Championships) As above
15. Scrutineering Report (including suggestion from John Bell) As above
16. A Report on the Awards Evening Alan Selwood
17. Proposal for tyre Control (see attachment) Pete Hart
18. Proposal for Handling the Motorcycle entrants in ACTC Championships. (see attachment).
19. Further discussion on Class Structures (see 2 x attachments) Carl Talbot
20. Date, Time & place of next ACTC Council Meeting.

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

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8 Attachments

ACTC Office of Motorcycle Co-ordinator

The incumbent in this position should:-

1. Advise the ACTC and the Member Clubs officials on any matters relating to motorcycle entries in Classic Trials, or general matters that could affect motorcycle entrants.
2. Promoting the Classic Trials run by member Clubs of the ACTC to encourage motorcycle entries.
3. Constantly review the rules and regulations of the ACTC that may affect motorcycle entrants in Classic Trials, advising if they feel the rules & regulations need amending, propose the amendments felt necessary and state the arguments.
4. Offer help & support to the member Clubs to implement the rules of the ACTC
5. If the Co-ordinator becomes aware that the rules and regulations are not being followed or implemented, he/she shall inform the ACTC Secretary and Chairman.
6. Be the first point of contact for the member Clubs or entrants, for any motorcycle related issue, resolving the issue if possible. If the Co-ordinator cannot resolve the issue he/she should pass it to the ACTC
7. Inform the ACTC of any suggestions, complaints from member Clubs or entrants and help in their resolution via the Secretary.
8. The Co-ordinator shall be notified of ACTC meetings and the agenda, have the right to attend and speak at them. They shall produce a written report for each AGM for the year since the last AGM on motorcycle related matters.

Carl Talbot.

ACTC TRIALS DRIVING – HILL REVERSING GUIDE – ‘BRAKING IT DOWN’

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.

ACTC Committee here propose guidelines that may be offered to competitors in the form of best practice to follow, though of course they are not mandatory. It is not possible to allow for every scenario and vehicle type, but the following is the reversing process to adopt in typical trialling circumstances.

These guidelines aim to accommodate the different behaviour of ‘Older’ cars (likely to have a 4 wheel handbrake and no steering column lock) and the more ‘Modern’ ones (likely to have servo brakes and power steering for example). We can ‘Brake Down’ the principles here through the summary A.B.S. - in this case Awareness, Braking and Steering.

1. Preparation

- Awareness:
- ensure you have good side and rear visibility around your car from the driver’s seat
 - ensure the reversing light is powerful and aligned for any night-time action
 - brief your passenger if a novice, on procedure for hill Failures and exit routes
- Braking:
- give your footbrake and handbrake good firm ‘function’ tests both before and during the trial in safe places, such as at controls and waiting in queues
 - consider installing a hydraulic handbrake – more powerful and reassuring, and there’s plenty of advice out there
- Steering:
- wrap a yellow tape band around the steering wheel rim at the straight ahead spot

2. Stopped on a Section

- Awareness:
- listen to the marshals’ instructions
 - take a good look around and behind you for any obstacles or people, check mirrors
 - keep your passenger seated in the car unless otherwise instructed
- Braking: (Older)
- apply the handbrake firmly
 - switch off the engine and engage reverse gear
- (Modern)
- apply both footbrake AND handbrake firmly
 - leave the engine running in forward gear and press the clutch pedal down
- Steering:
- check your front wheels are facing ahead using the rim tape and marshal guidance

3. Reversing Down

- Awareness:
- have your passenger and marshals guide you
 - STOP and take a breather if it is long and twisty, recover and then continue
- Braking: (Older)
- release the handbrake and keep off the footbrake
 - use the compression of the dead engine to allow a steady descent

- (Modern) - lightly release both brakes to let the car creep back
- pulse the footbrake about 2 times / second to keep slip under control
 - when the car is steady, shift to use **handbrake only**, to regain your steering
 - keep the clutch down, in gear, with the engine running
 - if you run wide, STOP, shunt forward and try again

- Steering:
- try to keep all wheels in the ruts around bends
 - DON'T let the car sweep round sideways across a steep hill
 - keep the car pointing uphill until it's safe to turn around

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

Above all, practice these guidelines perhaps at a single venue trial where experts can advise, take...your...time and be safe!

Adrian Tucker-Peake

Notes on costs of Restart, as supplied by the Treasurer.

At least 2 meetings ago Keith Sanders raised the issue that Restart should be offered as a PDF copy rather than printed to save money.

Printer has provided estimate as below and here is the potential savings staying with 8 pages of colour, same size.

Can you all check and see if you agree with my logic and that it answers the question asked so that I can put something together for Bill to present to clubs via the Agenda.

Potential Restart savings if offer PDF copy Restart to championship contenders as opposed to printed version								
Number of Copies From	Number of Copies To	Price Each	Cost per annum 4 issues	Postage per magazine	Estimates postage cost per annum	Quantity assumed	Total costs	Assume 50 competitors move to PDF copy Potential savings per annum
150	175	2.08	8.32	0.37	1.48	150	1248.00	
100	150	1.90	7.60	0.37	1.48	100	760.00	£488.00
50	99	2.00	8.00	0.37	1.48	50	400.00	£848.00

Per minutes from 3 September 2017 meeting Pat comments –

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.

And from previous meeting 14/5/17–

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

Barbara Selkirk.

Scrutineering

We have lost the excellent Scrutineering system that John Blakely set up, due to the cards not being send back to John by the Clubs.

When we are scrutineered we are given the card, we hand this in at signing-on, so at this point all the cards are together. Could we appoint a competitor at every trial to collect the scrutineering cards and post them to John Blakely, if the finish is at a different location to the start we would have to ask the club to take them to the Finish. Hopefully John will still be prepared to complete the cards and send them to the Clubs as long as he does not have to go to a Trial.

John Bell.

Tyre Control 2

A further update on the Tyre control topic.

I have been actioned to propose a block gap limit for discussion at the April 2018 ACTC council. Following the first paper and discussion we can add a few more tyres to the list, Thanks to those of you who took the time to send in the data which has been added to the table below and commented on the proposal and how it could be implemented. It is worth stating that this data has been provided by competitors, where I have access to the tyres I have verified the data but this has only been possible in a few cases but in all those cases the data was proved to be accurate. It is not easy to measure the gap as it is normally tapered, smallest at the bottom. Hence the proposed use of a gauge which must "stick" in the tread, proving a portion of the gap is smaller than the gauge. My proposal for discussion:

In addition to the current Tyre List competitors may use any " Summer" Tyre that will pass a tread gap test with a gauge of 8mm round section. The Test to be performed with the tyre fitted to a rim and inflated to 25psi.

This will remove the need to list and approve most tyres whilst retaining the ability to approve certain tyres which may be deemed acceptable but do not pass the above criteria.

Pete Hart Email peter.j.hart@btinternet.com

Dia	Section	Profile	Name	Max Tread Gap
13	155	80	Colway	5.6
13	175	70	Mentor M400	7.1
14	165	80	Vredestein Sprint	5
14	165	80	Dunlop SP 7	5
14	165	80	Roadstone SB802	5.6
14	175	80	Vredestein Sprint	5.7
14	185	80	Matador MP300	6.5
14	175	65	Mentor M400	6.8
14	175	80	Kingpin KMT	7.1
14	165	80	Kingpin KMT	7.2
14	185	80	Hankook K715	7.4
14	185	80	Kingpin K4S	7.5
15	165	80	Toyo 330	4.4
15	165	80	Maxxis MA501	4.8
15	165	80	Vredestein Sprint	5.5
15	165	80	Pirelli Cinturato	5.5
15	165	80	Firestone F560	5.5
15	165	80	T Trac	7.1
15	185	80	Matador MP300	7.5
15	185	80	Hankook RA10	7.5
15	185	80	Kingpin K4S	9.5
15	185	80	Hankook K715	6.4
15	195	80	Maxxis 751	8
16	175	80	Michelin Taxi	7.5

ACTC Motorcycle Championship.

The number of motorcycles entered in the ACTC Championship in 2017 was 12, this year up to the 2nd March there has only been 10 entries. This is not nearly enough to run a championship.

As all the motorcycle competitors have an ACU licence they can all enter a championship. I have checked this with the ACU and they are more than happy with it.

I therefore propose that we change the motorcycle ACTC championship. Instead of motorcycle competitors having to enter the championship and pay a fee we would automatically enter all the motorcycle competitors in each trial in the championship.

We will then ask the organising club for each trial to add £1 to the entry fee which is then passed on to the ACTC.

In 2017 there was 286 motorcycle entries in 11 trials, I have not included the Neil Westcott trial as very few Championship contenders enter this trial. If this number is the same in future years it will give the ACTC an income of £286. The income from entry fees from motorcycles in 2017 was £204 and this included Restart magazine. If a motorcycle competitor wanted Restart they could subscribe to Restart only.

If this is to be voted on then I think that we should make sure that the club reps. discuss this with their event organisers.

Graham Lampkin and John Bell

Chairman's Class Structure discussion suggestion [item 9. Sept. 3rd 2017 minutes]:

I think it is important for me to refer back to my initial opinion [under item 7. Sept.3rd 2017 minutes] that we should have a holding period on rule changes.

On that note I do not think it is the right time to start a full discussion on a complete overhaul of the Class structure [as suggested at the previous meetings]

There are two questions with regard the current Class structure that I think could be considered :

Rear engined cars are the only category split into two classes on engine capacity, Class4 and Class6.

Is this still a valid preferential treatment for this category?

Could Class4+6 be combined in the future [with a suitable lead time period]

Front engine, rear wheel drive category of cars are the only category split into saloons and sports, Class3 and Class5.

Is this still a valid preferential treatment for this category?

Could Class3+5 be combined in the future [with a suitable lead time period]

Returning to the original proposal , I think the idea of exploring some way to bring more 'Historic' cars into the Class structure has a lot of merit .

After careful thought, and tied to the previous proposals from Torbay MC [item 21, 14th May 2017 minutes] and Ross MC [item 9, Sept 3rd 2017 minutes]

My recommendation would be to add two further categories of cars to Class 2 :

This would include:

Pre-1959, Front engined, rear wheel drive cars ,
and

Historic sporting trials cars [HSTA - Historic Class specification only]

This opens Class 2 to more entries of a similar climbing ability as the current Class 2 cars.

Carl Talbot.

Class Structures.

Can you please add this Torbay MC contribution to the Agenda item for next ACTC meeting.

Following the request from ACTC for clubs to discuss possible revisions to the Car Class structure Torbay Motor Club would like to put forward a proposal that the existing Car Classes remain as-is, and that a new Historic class (Class H? Or Class 40?) is added for cars which are MOT/Tax exempt under the rolling 40 year rule. These cars would have restricted modifications (which perhaps needs further debate) for example original engine type and normally aspirated.

Examples of Class H might be Mk1 Escorts with crossflow or pinto (not Duratec engines), Scimitar with CVH, Beetles with Beetle engines (not type 4 engines), MG Midgets, TR7's.

When an existing Trials car with a "modern" engine reaches 40yrs old it can either continue in the existing class or revert to the original engine type and run as Historic.

Once there's a critical mass in the Historic Class this could be broken down further if necessary (eg H1 fwd, H2 front engine rwd, H3 rear engine).

Where entries are low and Historic classes need to be amalgamated this should only be with another Historic class.

C of C's should give Historic Class vehicles some "easing" as appropriate for a more "standard" setup, such as fewer Restarts.

The overall purpose is to allow older cars with fewer modifications to compete with reduced mechanical stress and reduced risk of damage - similar to what we try to do with Class 2.

Keith Sanders
07398 225880
(for Torbay Motor Club)