

**The Annual General Meeting of the Council of ACTC will be held:
Sunday 4th September 2016 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. Officers.
 - 2.1 Introduction of new Officers – All elected at April 26th meeting.
 - 2.2 Proposal for new ACTC Championship Secretary.
 - 2.3 Election of Vice Presidents.
Proposal from VWOC: Chris Phillips be elected as a Vice President. Seconded by MCC.
3. Minutes of Previous Meeting (Council Meeting held 24th April 2016)
4. Matters arising from Minutes of previous meeting.
 - 4.1 Have the missing copies of Restart been located and put on the website?
 - 4.2 Update on the regulation regarding the use of LED lights. (See item 8 below)
 - 4.3 ACTC Passenger Membership Status (See item 11.2 & 12.2 below)
 - 4.4 Engine Changes (See items 5 & 6 below)
 - 4.5 Action to be decided regarding the encouragement of more motorcyclists registering with the ACTC Championships
 - 4.6 Regional Championships (See item 14 below)
5. ACTC – Engine Rule Change Clarifications (attachment) - Torbay MC
6. Vote on the proposed engine rule change.
7. Financial report - Barbara Selkirk
 - 7.1 Budget for 2017 (Input from all delegates welcome)
8. MSA Trials Committee report - Simon Woodall
9. Rights of way report. - Andrew Brown
10. Restart / Website report. - Pat Toulmin / James Shallcross
11. Marketing Report - Keith Sanders
12. Agenda Items from Simon Woodall.
 - 12.1 On Event Insurance. (See notes attached).
 - 12.2 Proposal to reform the ACTC into a “recognized club”
13. New event regulations, VSCC, Forestry Commission and MSA. Fellside AC
14. Proposal regarding 2017 Regional Championships. - Stroud & District MC
15. Scrutineering Report John Blakeley
16. Concerns from both Northern Clubs that because of the distance they would have to travel to ACTC meetings not being feasible they don't get a chance to discuss or vote on trialing matters. Could a postal or on-line voting system be introduced?
17. Rights of Way / LARA Report. - Andrew Brown

18. Awards Evening and ACTC Trophies - Giles Greenslade
19. Championship calendar - Giles Greenslade
 - 19.1 Remaining 2016
 - 19.2 Draft 2017
 - 19.3 Car championships - Giles Greenslade
 - 19.4 Motorcycle championships - Stephen Bailey
20. Championship quality – James Shallcross
21. The timing for adding items to agendas of future meetings - Bill Bennett
22. Any Other Business
23. Date, time & place of the next Council Meeting.

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

Bill Bennett

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Horton
Chipping Sodbury
South Glos.
BS37 6QJ

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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.

Version III

ACTC – Engine Rule Change Clarifications

This debate has been going on for several years and the ongoing uncertainty of outcome is not good for our sport. Torbay MC therefore proposes that the items outlined below are considered by the ACTC Committee in advance of the meeting, therefore giving opportunity for pre-clarification rather than more lengthy debate and further postponement.

Should the proposed rule change to restrict engines to those available during the vehicle production run, it's important that there's more clarity about what this exactly means.

For example,

1. What are we using as the definition of Engine block?
 - Would this be what you would typically buy as a Short Engine i.e. Crankcase and Cylinders?
2. Does the engine block being “original manufacturer” include;
 - Aftermarket blocks/crank cases and aftermarket cylinders?
 - From the same manufacture or same manufacturer family? i.e can there be any cross-over VW/Audi/Skoda/Seat, or Citroen/Peugeot where same engine is effectively re-badged.
 - Is this the original manufacturer of the car or manufacturer of the engine? (many modern car manufacturers share the same engine)
3. What do we mean by the Production life of the vehicle?
 - The individual “Mark” i.e. Mk1, Mk2, or across the Marks?
 - What is taken as the production end date?
 - Exact date won't easily be known and there will be overlap within the same year for Mk1 and Mk2, so does that mean Mk2 engine can go into Mk1 and Mk3 engine into Mk2 etc due to overlaps in Production?
4. What definition of the vehicle identification should be used?
 - The rear engined VW Beetle ceased production in 2003. During this production life another VW Beetle with 4-Cyl inline engine was produced from 1998 onwards.
 - Both cars are officially called a VW Beetle.
 - Even with this rule change it potentially still allows a VR6 engine to be fitted to a rear engine Beetle!
5. What relationship of Car Production life and Engine Production life is acceptable?

If a Car is manufactured between 1980-1990 and the same manufacturer had a more modern engine in another model, manufactured between 1989 and 2003, can this be used? Even if it's a 2003 version?

Should the Engine Rule change go ahead then it's main objective should be to remove ambiguity and uncertainty, in its current format it may struggle to achieve this.

Keith Sanders
Torbay Motor Club.

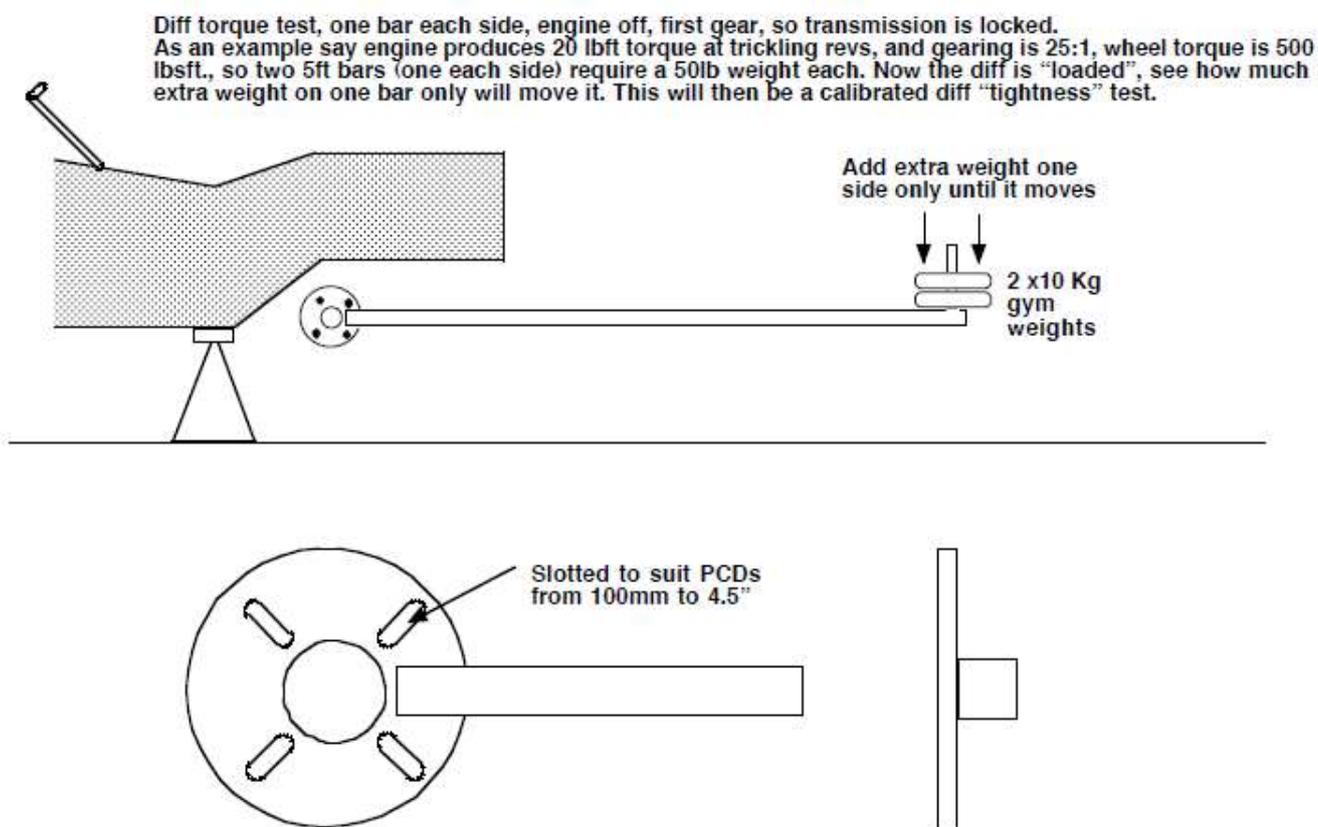
Report on the MSA Trials Committee Meeting 12th-July-16

The committee welcomed the new VSCC representative – Gemma Price. Gemma also hides under the pseudonym of Mrs Alistair Moffatt.

The regulation regarding lighting was briefly discussed and submitted for Consultation. After some discussion outside of the meeting between myself and Ian Davis (editor of the Blue Book) we agreed to go with the original wording, as the amendments proposed by ACTC Council were no longer relevant after it had been explained that the regulation did NOT restrict the changing of ordinary headlamp bulbs with their LED equivalent. It should be emphasised that this regulation is not really targeted at us, but at those clubs that run semi-sporting historic rallies under a classic trials permit. This goes forward for consultation for implementation January 2018.

Much of the discussion centred again on Sporting Trials, the need to encourage the continued use of live axle cars. I was surprised to note that of the 53 drivers listed in the MSA championship – and remember that there is no registration for this championship, if you enter a round you are included – just 11 drive live axle cars.

Julian Fack has developed another diff testing machine. This one is far less bulky than the one developed by ACTC, but it is still being tested to ensure that it does work, and more significantly, to learn to interpret the results. In a nutshell, the car is presented with both rear wheels removed and is put in first gear to lock the transmission, Two bars are put on the rear hubs and weights are added to ends of the bars. The difference in the amount of weight, gives a figure for the percentage of “limiting” thus:-



The test gives consistent results and shows without doubt that there is no such thing as a truly "free" diff. The 12.5% "free" diff (the most free diff tested) was one of Julian Fack's "all roller bearing" diffs of which Dudley Sterry once said in an MSA meeting "I would not touch it with a bargepole, much too free!" Somewhere between the 12.5% of a universally accepted "free" diff and the supposed 50% of a quaife diff that has to be a point which can be identified as unacceptable. Test show that the 4 planet wheel, plain bearing diff of the Independently sprung cars – the so called “superdiff” has a higher percentage. This is important in the Classic Trials world as it has been a popular choice within the VW fraternity for thirty plus years being readily available from American tuning firms and widely accepted as being simply stronger and more reliable. This machine is NOT suitable for use as part of scrutineering during an event, and if ACTC chooses to build one after the conclusion of the current round of tests then it would have to be used as a way of ensuring that the different types of diff were as free as claimed and for putting minds at rest when a competitor is concerned. At the moment, no experiments have taken place to see what the effect of oil viscosity and CV joint angle have.



Pic: Julian's old X-Factor being tried out

At the last ACTC meeting I presented a drawing of a so called "Trials Diff" produced by Elite Transmissions and noted that this unit appeared not to be as free as was claimed. This item has now been examined by the MSA's own Technical Advisory panel who have confirmed that it does not satisfy the requirement of T9.4. It should however be noted that this is not the only design offered by Elite, and therefore currently it is not true to simply say "The Elite Transmissions Diff is not allowed".

As always safety is an important consideration at these meetings, and this time the target was seatbelts which the MSA wants to impose across the board. We cannot escape our responsibilities in this respect and although the call for universal use across Sporting; Classic and Car Trials was soundly talked down, the Classic Trials fraternity as users of the public highway have certain obligations under the Road Traffic Act. Historically it has always been the view that reminding people of their legal obligations is sufficient, but in today's society not only is the law a tortuously complex thing but many people do not accept their own responsibility to do, know, find out or comply with anything at all. Then there is the perspective of the official, from Scrutineer to Marshal, they too suffer to some extent the same modern malaise and in areas where the MSA rule is not crystal clear tend not to be enforced. An official challenging a competitor when they are not sure of the situation is unlikely to have the courage of their convictions but if there is a simple rule to apply in the MSA Regulations they are more likely to apply with confidence. Thus, from next January and without further consultation T10.2. becomes:- "All vehicles must comply with Construction and Use Regulations and be fitted with safety belts if appropriate. *Where fitted, safety belts must be worn on the public highway.* Fire extinguishers to a level of safety specified in K.3.1.1 are mandatory and which accessible to the crew".

This does mean that it becomes beholden to all organisers to include in their Route Cards the identification of whether a section is on the Public Highway – all public rights of way be they RUPP; BOAT; Bridgeway or Footpath – come under the directives of the RTA - or on Private Land.

In the same spirit of keeping us on the straight and narrow T2.2 changes from "Organisers should" to "Organisers must". On the plus side though, T2.2.6 is deleted, and a new 2.2.14 "Organisers should notify the appropriate Parish Council." takes its place.

On more peripheral matters, the VSCC is planning to introduce random alcohol testing at all their events, including trials. The "Vnuk Case" which was going to potentially demand the insurance of all motor vehicles whether or not they were used on the public highway could well be a victim of Brexit. And finally, organisers are reminded that HSE Regulations apply to volunteers working for any limited company in exactly the same way that they would for employees.

On Event Insurance.

When the organisers of the Taw & Torridge contacted Loctons for a quote for their insurance cover, they were told – We will cover you, but only if we cover every car in the event and you pay in advance. But we will only charge a fiver for this cover.

Subsequently the Exeter organisers found themselves in a similar situation. We will cover you, but only if we cover every car in the event. I am not privy to the numbers who normally sign up for cover on the Taw & Torridge, but I can tell you that its about two thirds of the entrants on an MCC event. I think we can also assume that a certain number of that remaining one third either think they have cover but if push came to shove might find the insurance company crying “that’s not what we thought we were insuring” or I suspect there are a few chancers in there as well who just think they will “get away with it”.

We therefore find ourselves in a situation whereby we will upset a certain proportion of our entrants. Either we carry on as we are, and upset those that take out event insurance who are paying somewhere between Fifteen and Twentyfive quid when they could get away with a Fiver (Six on an MCC event) or we embrace the new Loctons system and take a Fiver off all those who have cover – although this will only last a year as the “haves” will have cancelled the on event part of their own insurance by then and hopefully saved some money in the process.

As an organiser, I see the benefit of the “All Inclusive” system, because it takes the chancers out of the equation. I no longer have to worry that I will get dragged into the mess when it turns out that someone is not as insured as they thought they were.

The Exeter organisers asked Loctons if they would provide a quote using the old system, but they would not, as the company they deal with had changed. They also asked REIS for a quote, REIS were not “into” the new system and their per head figure for the traditional method was three quid more than last year.

This is something that we must be unanimous on. We cannot have half the trials using the old system and half using the new as this would mean that those that have their own insurance would have to maintain it for the events that were on the “old” system and still pay the fiver for those that use the “new”. Five or six quid is the cost of a gallon of fuel and therefore pales into insignificance in the overall cost of taking part in an event. For the same reasons, we need to make a decision on this at the September meeting, as the ball is already rolling.

The price will undoubtedly go up, but Loctons have implied/suggested/whatever other words one can use for the inevitable cagy answer to such a question, that any such increase will not be OTT.

Dear Delegate

I have been in discussion with the MSA regarding the Association's position as a Recognised Group or Club.

I offered the suggestion made by Pete Hart in Minute 13.6 of our April meeting, and Ian Davis of the MSA responded that for various political reasons, it was not on the cards. We therefore return to ACTC becoming a recognised club. As a club whose membership comprises all the members of the clubs nominated by ACTC, this is quite acceptable to the MSA and they cited a number of organisations who already do this. The existence of ACTC as a club would allow us to run our championship events at Clubmans status, as a closed to club championship. To do this, all the clubs who run qualifying rounds of the championship would have to apply for their MSA permit in the name of ACTC. The organising club would control all the finances and promotion of the event, all that would be needed would be for the regs to say "The Association of Classic Trials Clubs, in association with XYZ Motor Club will promote a Classic trial....."

This way, there is no longer any need for Competition Licences, no need for Passenger Memberships. No need for "dual permit" events. As all the clubs in ACTC are automatically invited by virtue of ACTC being the organising club, this allows the local club to invite fifteen other clubs which gives them a huge catchment from which to draw entries.

So, to recap. It is still "your" event. ACTC appears on the permit application, and in the heading of the regs. All the finances are taken by the original club. This does not affect the MCC as their events are not qualifying rounds.

Non-championship events can also take advantage of this system if they wish, to be able to invite the 23 ACTC clubs plus 15 others.

As we have to register with the MSA in September, a decision on this as an acceptable way forward has to be made at our next meeting. Therefore I would be grateful if you could put the proposal to your committee and have their preference ready for voting. We need to be unanimous on this otherwise it will not work. I would emphasise that I am not trying to "pull a flanker" on the MSA, but following up their informal recommendation as to the best way to proceed.

If we cannot not agree, then all our championship events must be run at National-B status albeit alongside a Clubman's event under a dual permit. All championship contenders will have to have a competitions licence, and someone has to explain to them why we are putting the onus of this extra expense on them. Championship scores would be based ONLY on the numbers of runners who enter the National-B part of the event.

Membership: whilst all the members of all the clubs in ACTC become members of the new club, this does not mean that we now have fifty thousand people entitled to vote at our AGM. We can write the rules to say that only club delegates have voting rights.

SIMON WOODALL - MSA Trials Committee Delegate



The Vintage Sports-Car Club

The Old Post Office West Street Chipping Norton Oxfordshire OX7 5EL

Tel: 01608 644777 Fax: 01608 644888 E-mail: info@vsccl.co.uk

20TH August 2015

UPDATE ON THE LAKELAND TRIAL SATURDAY 7TH NOVEMBER 2015

Dear Competitor,

As a past entrant of the trial we think it is opportune to make you aware of some significant changes that will take place this year affecting the Lakeland Trial.

Many of the changes are to comply with the new regulations relating to motor sport events taking place on Forestry Commission property. This is a direct result of the Scottish Government's recommendations following the tragic spectator deaths on the Jim Clark Rally in 2014 which the MSA has taken on board and require for multi-venue motor sport events like the Lakeland Trial

All the necessary permits and permissions are now in place. We are listed as one of only three motor sport events that the FC permit in the Lakeland forests which is good news for us.

Harvesting is almost finished in Beck Wythop forest and we will once again be returning there but the hills we intend to use need extensive repair to enable us to use them. To this end the FC is hiring a machine and operator which under the guidance of Alan Dunn Deputy Clerk will carry out repairs to the surface including new drains. This will be a VSCC expense but hopefully will allow us years of use.

We have agreed with the FC there will be no spectators whatsoever in Beck Whythop and Hobcarton forests although we will in Whinlatter forest but in a managed way to comply with the FC's and MSA's requirements.

We need to have full radio coverage for the event controlled from the Wheatsheaf; another cost but an MSA safety requirement.

We will be siting a MSA rescue unit at Drumhouse with a mobile MSA licenced paramedic at Beck Wythop and Winlatter/Hobcarton forests to satisfy the new regulations; another safety cost.

We have agreed with the FC to use the Whinlatter Visitor Centre as a new single scrutineering and start venue in order to demonstrate our commitment to safety and control. Once the event is under way and scrutineering and signing-on completed, the team will return to the Wheatsheaf to complete the event.

The rules will be the same as last year no walking of any hill and all hills to be completed in listed order.

To absorb the extra safety costs the entry fee for event will be £90 which is less than two tickets for a football match or a pop concert and they don't last all day as the trial does.

We believe the event will be improved and much of this is due to excellent relations with Adrain Jones FC Manager and Paul Brown FC Ranger without whose help this event would not run.

We look forward to seeing you there.

Alan Couper & John Gill.
Joint Clerks of the Course.



SECRETARY: D R SALMON • V.A.T. Reg. No. 199 7654 84

THE VINTAGE SPORTS-CAR CLUB LTD • Reg. No. 446083 LONDON ENGLAND • www.vsccl.co.uk

Simon Woodall
To
fredcarolmills@tiscali.co.uk mykepocock@yahoo.co.uk
Aug 29 at 12:27 PM

Have you seen this??????

Rgds.....SIMON

mykepocock
To
ALAN COUPER
Aug 29 at 9:48 PM
Hello Alan

I have just been forwarded the letter that you have sent out to potential Lakeland entrants. There are some implied requirements that worry me and give me the impression that the MSA simply do not understand the difference between a rally and a classic trial. These include full event radio cover, spectator safety (presumably way above what we would understandably do normally) and an MSA Safety Unit. The cost of some of these items is way beyond our financial capability (our competitors entry fee is less than half what yours is) and would make our trial untenable.

Do you have access to the Regulations and also know how they were arrived at with little reference it appears to specific knowledge of classic trials as opposed to stage rallying?

Regards
Myke

ALAN COUPER
To
mykepocock
Aug 31 at 10:15 AM

Good morning Myke,

I can understand your concern and it is a matter of judgement.

Your classic car trial is much smaller than ours but it is nevertheless a multi-venue event and will have spectators and in that respect I do think your club needs to tighten-up on how it runs the Northern Classic Trial, more be seen to as in our view, what the MSA has set as conditions for running a multi-venue stage rally, will be in future how all multi-venue events run particularly where there are spectators. We have seen it already with the Forestry Commission viewing the Lakeland Trial as a rally, no matter that we have tried to point out it is not a speed event. You need to be aware the writing is on the wall and as an MSA Steward doing all sorts of events I am noticing that clubs are taking on board these requirements as they see that becoming the way motor sport will be conducted in future. That is why the VSCC is taking this very seriously and taking on board many of the MSA requirements now. We want to be seen doing it by the Forestry Commission as they have been a party to the MSA requirements for multi-venue stage rallies: they are a strong influence and we don't want to lose their cooperation. They want to know how we are handling spectators and I know from the Malcolm Wilson Stages rally in Grisedale forest they particularly want to see how we will be managing them. That means only spectators at Whinlatter in controlled areas, taped off and managed. We will have a spectator safety officer as well as an event safety officer and that is why we

are going to try and extend our radio network to cover all hills sections (those outwith the forest). It isn't a question of the MSA not understanding the difference between types of events, it is where we are today and where we are going, for example having all marshals MSA registered and trained. You also need to look at this slightly differently. The Forestry Commission is about encouraging recreational use by walkers and mountain bikers, cars are not their prime concern, they are allowed but under controlled circumstances because of the inherent conflict. If something was to go wrong in a major way with our cars, would we get back ie a trials car running late speeding along a forest track and knocking down a walker or cyclist to their serious injury?

Last year we had a number of incidents which I felt left us exposed and that combined with the MSA requirements for multi-venue events with spectators is why we are upping our game substantially. I suppose the question to ask yourselves is it possible to run your event without taking these requirements on board as running it to a price may leave you exposed. For example in your safety plan how are you going to demonstrate to the Forestry Commission you have covered Beck Wythop forest in the event of a serious incident? I just make the comment as our view on that is if we did nothing, we are more exposed than if we had some measures in place.

Attached, if you don't already have it is the MSA requirements for running a multi-venue stage rallies which became mandatory in June this year.

Hope this helps. As I said that the beginning, it is a matter of judgement how you approach this.

Best regards

Alan C

mykepocock

To

ALAN COUPER

Aug 31 at 7:12 PM

Hello Alan

I hear what you are saying but it appears that you are implementing regulations that do not have direct relevance to Classic Trialling. Whether this has been promoted by the FC themselves or not, has not thought been given to careful and sympathetic discussions with them before blanket conformity to Regulations that specifically address Stage Rallying. You know that Fell Side would have been prepared to enter any discussions with the FC and perhaps we could have come to an initial compromise before the MSA was involved and specific regulations were formulated. This could have serious consequences for many more trials and I think that when the ACTC and MCC hear of this then there will be a lot of concern.

If multi venue trials ARE to have regulations then so be it but they will have to be negotiated and implemented as a separate set of regulations that is relevant to them and definitely not this way. I see this as a very dangerous precedent. Our classic trial will not be viable if entry fees rise to those of The Lakeland.

Regards

Myk

From: ALAN COUPER <alan.couper@btinternet.com>

Date: 31/08/2015 10:14 AM (GMT+00:00)

To: mykepocock <mykepocock@yahoo.co.uk>

Subject: Re: MSA Requirements

Good morning Myke,

I can understand your concern and it is a matter of judgement.

Your classic car trial is much smaller than ours but it is nevertheless a multi-venue event and will have spectators and in that respect I do think your club needs to tighten-up on how it runs the Northern Classic Trial, more be seen to as in our view, what the MSA has set as conditions for running a multi-venue stage rally, will be in future how all multi-venue events run particularly where there are spectators. We have seen it already with the Forestry Commission viewing the Lakeland Trial as a rally, no matter that we have tried to point out it is not a speed event. You need to be aware the writing is on the wall and as an MSA Steward doing all sorts of events I am noticing that clubs are taking on board these requirements as they see that becoming the way motor sport will be conducted in future. That is why the VSCC is taking this very seriously and taking on board many of the MSA requirements now. We want to be seen doing it by the Forestry Commission as they have been a party to the MSA requirements for multi-venue stage rallies: they are a strong influence and we don't want to lose their cooperation. They want to know how we are handling spectators and I know from the Malcolm Wilson Stages rally in Grisedale forest they particularly want to see how we will be managing them. That means only spectators at Whinlatter in controlled areas, taped off and managed. We will have a spectator safety officer as well as an event safety officer and that is why we are going to try and extend our radio network to cover all hills sections (those outwith the forest). It isn't a question of the MSA not understanding the difference between types of events, it is where we are today and where we are going, for example having all marshals MSA registered and trained. You also need to look at this slightly differently. The Forestry Commission is about encouraging recreational use by walkers and mountain bikers, cars are not their prime concern, they are allowed but under controlled circumstances because of the inherent conflict. If something was to go wrong in a major way with our cars, would we get back ie a trials car running late speeding along a forest track and knocking down a walker or cyclist to their serious injury?

Last year we had a number of incidents which I felt left us exposed and that combined with the MSA requirements for multi-venue events with spectators is why we are upping our game substantially. I suppose the question to ask yourselves is it possible to run your event without taking these requirements on board as running it to a price may leave you exposed. For example in your safety plan how are you going to demonstrate to the Forestry Commission you have covered Beck Wythop forest in the event of a serious incident? I just make the comment as our view on that is if we did nothing, we are more exposed than if we had some measures in place.

Attached, if you don't already have it is the MSA requirements for running a multi-venue stage rallies which became mandatory in June this year.

Hope this helps. As I said that the beginning, it is a matter of judgement how you approach this.

Best regards

Alan C

ALAN COUPER
To
mykepocock
Aug 31 at 8:34 PM

Thanks Myke for your response which is understandable.

What was interesting when I raised the matter as a Director of the VSCC at a previous Board meeting was that another Director who is a licenced speed Clerk of the Course made a comment at a Board strategy day that the VSCC should be aware of MSA and other possible legislative threats and the club needs to have a strategy in place to deal with them whatever they might be. Another interesting comment made to me by a very experienced MSA Post Chief was the writing is on the wall.

I think it is too easy to sit back and say well they don't apply because we are running a Classic Trial. What if one of your competitors runs over a walker in the forest and that walker has to be taken to hospital? The ambulance service in the Lake District is poor, I know because one of our paramedics works for them.

You can disregard all I am saying and continue as you are but that isn't recognising where things are going and waiting isn't an option in my view.

By the way have you seen the list of requirements the FC want now and what they expect you to provide at different stages of the permit process?

I leave with one thought. I was recently the MSA Steward at a two day hill climb part of the Scottish Championship. I noticed that the Chief Marshal was ensuring all new marshals were MSA registered - he had forms and a camera taking passport photos. When I asked him why he simply said this is because that is they way the MSA is going, that all marshals should be registered and interestingly I am, as an MSA Trainer, having with others in Scotland a discussion on marshals' training for all events no matter what discipline!!

I have said enough. We do want you and Chris on board on the Lakes and will share with you how we get on with the Fc to help you with your permit application.

Best regards

Alan C

mykepocock

To

alan.couper@btinternet.com

Today at 9:07 AM

Hello Alan

We are fully aware of the requirements of the FC as our main contact Paul Brown sent them through recently.

I am certainly not suggesting that we ignore any regulations and will address things as and when they occur or the FC request.

My point remains that the specific regulations you refer to are for multi event stage rallying. There may be specific parts of those regs that parallel those applicable to classic trials eg; restricting competitor speeds on access tracks but to pre empt things by using a set of regs that is not applicable to another form of motor racing sets a very dangerous precedent. If, as you observe, there are more comments coming from officials in different disciplines, then it is even more important to discuss and devise specific regulations before we descend into blanket regulations with no reference to specific branches of motor sport. With reference to registering marshals on classic trials, that will cause a logistic nightmare and then to train them. We use over 100 on the Northern and I recon you will have similar if not more on the Lakeland. Many of our marshals do it for pleasure and the very mention of training will alienate them. As you know we

do our very best regarding training by publishing marshals handbooks so have proved to be proactive on our approach since our first trial as we have done with other aspects of our organisation.

Sorry Alan

Sent my last email by mistake before finishing it.

I meant also to say that there are already adequate procedures within the MSA to negotiate, develop and implement any rule and regulation changes via the Blue Book possibly and for club or organisers officials to try and second guess the exact requirements is counter productive. Clubs or organisers may well do work that proves unnecessary which links in directly with the reference to the use of multi venue stage rally regulations for classic trials. However by all means have discussions within organisations such as the VSCC to be able to inform and assist the rule makers.

Myke

mykepocock

To

alan.couper@btinternet.com

Today at 2:40 PM

Hello Alan

Not to over egg the pudding but with regard to your Hill Climb marshal taking names on a form and photographs, unless the rules are different in Scotland to England he would be well advised to be aware of Data Protection rules until the regulations have been agreed and sanctioned by the MSA.

Regards

Myke

ALAN COUPER

To

mykepocock

Sep 1 at 4:44 PM

Myke

You can stand at the bottom of the steps and look up or climb them - which one are you?

All the best with your hip operation.

R

AC

-----Original message-----

From : mykepocock@yahoo.co.uk

Date : 01/09/2015 - 14:39 (GMTDT)

To : alan.couper@btinternet.com

Subject : Re: MSA Requirements

Myke Pocock

To

alan.couper@btinternet.com

Today at 6:47 PM

Hello Alan

Unfortunately emails have the habit of, at times, of preventing the cut and thrust of face to face argument and discussion that this issue needs. Nevertheless I can assure you that Fell Side Auto Club will make every effort to conform to all the requirements of the FC and we are indeed on with that at this very moment. We have a mutual need to support each others trial by doing the right thing as we use the same venues. (Incidentally on this issue, I am dissapointed that despite asking three times I still have had no indication as to whether the VSCC made their donation towards the Bridleway at the top of Lothwaite Side. Surely this is also an example of 'doing the right thing' for the benefit of our sport?)

I was originally made aware of the issues that have developed in our emails by Simon Woodall who forwarded to me your letter from the VSCC to Lakeland Trial competitors. I have taken the liberty of passing on all our conversations and have asked that the issues are raised at the forthcoming ACTC AGM. He has assured me that they will be part of the discussions if at all possible and I think that, by my actions in our conversations and with Simon I have demonstrated MY commitment to develop the necessary regulations FOR Classic Trialling specifically.

As a counter to your comments regarding marshals, Simon has commented that "if we had to licence our marshals then the sport would die overnight" and "the MSA is aware of this." Surely this is one example of my stance that regulations need to suite the specific sport and be 'fit for purpose'.

Simon also states that Ian Davis (Convener of the MSA Trials Committee and Editor of The Blue Book) says "that we should endeavour to put our own house in order, put safety plans in place that suite us and can be trumpeted as doing the right thing'. The emphasis throughout that is on our branch of motor sport, the others can do their bit for themselves, and I give Ian's stance full commitment.

Simon Woodall, by the way, is a long standing classic trialler, a member of the VW Owners Club, sits on the ACTC and MCC Council and has had long term input into the MSA's Trials Committee.

I do hope you see where I am coming from as I have been very consistent in what I have said. Regulations need to be formulated by those in the sport and not by what people are saying in other branches UNLESS there are parallels.

Regards,
Myke

2017 Regional Championships .

Proposal to implement Regional Championships by Stroud & District MC.

4 Regions :

For Cars:

North - Northern, Yorkshire Dales, Durham Dales, Clee Hills

Midland - Cotswold Clouds, Kyrle, Clee Hills, Exmoor Clouds

South - Allen, Hardy, Torbay, Exmoor Clouds

West - Tamar, Camel, North Devon Exmoor, Taw & Torridge

For Bikes:

North - Northern, Yorkshire Dales, Clee Hills

South- Hardy, Torbay, Exmoor Clouds, Neil Wescott

South West- Tamar, Camel, Taw & Torridge, Chairmans

West - North Devon Exmoor, Tarka, Neil Westcott, Exmoor Clouds

Implemented as an initial trial period, [ie events may be added or moved as appropriate, etc]

Membership of ACTC automatically enters a competitor in all Championships [National and Regional]

Scoring as per Crackington and Pouncey Championships

The top 3 from the National Championships are not eligible for a Regional Trophy

1st, 2nd, 3rd, and a novice, junior, lady award for each region.

There is no additional paperwork for Event Organisers,

All the scoring and paperwork will be dealt with by the ACTC Championship Secretary