

**Minutes of the ACTC Council Annual General Meeting
Held on Sunday 2nd September 2018
At the Major's Retreat Inn, Tormarton**

Officers and Members present:

Carl Talbot – Chairman	Simon Woodall – President / VWOC
Bill Bennett – Hon Secretary	Pete Hart – Bristol MC / Dellow Register
Barbara Selkirk – Treasurer	Stuart Harrold – Ross & District MC
Andrew Brown – Rights of Way Officer	Jonathan Toulmin – MAC
Pat Toulmin – Restart Editor	Ben Giles – Stroud & District MC
Barrie Kirton – MCC	Neil Forrest – Ross & district MC
James Shallcross – Website Manager / Camel Vale MC / Torbay MC	
Norton Selwood – Windwhistle MC	Myke Pocock – Fell Side AC
J Pocock – Fell Side AC	John Barthram – North Devon MC
Brian Osborn – MGCC	Pete Cooper – Launceston & N C MC
Robin Moore – Past President	

19 persons present with 13 member clubs represented.

Apologies for Absence:

Alan Foster – Vice President	Keith Sanders – Torbay MC
John Bell – Competition Secretary	Mal Allen – Bristol Pegasus MC
Mike Hayward – Falcon MC	Kathy Martin – M/C Coordinator
Dick Andrews – Ross & District MC	Andy Webb – Woolbridge MC
Graham Lampkin - MECVC	Bernie Pugh - MECVC
Dudley Sterry - MCC	

2. Minutes of the Previous Meeting (held on 8th April 2018)

Approved nem. Con.

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

3.1 The Secretary had received an email from Margaret Wheatley who was to have been elected as Treasurer at this meeting, saying that owing to a change in her work plans and the increased workload this has brought, she reluctantly had to withdraw her offer of help.

Barbara Selkirk has agreed to stay as Treasurer until the next ACTC meeting on Sunday 14th April 2019 but does not want to continue beyond this point. **Therefore there is an urgent call to all clubs to find a replacement Treasurer.**

Action: Everybody!!

3.2 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!!

3.3 The position of Marketing / Publicity Officer is still unfilled.

Action: Everybody

4. ACTC Going Forward.

The Chairman opened this discussion with the document which he put in Restart (**please see Attachments 1 & 14**) and a very prolonged discussion followed. There was a general agreement that ACTC still has a place as an association representing the clubs on a national level working with and lobbying other national organisations and political bodies. It was also felt that without the ACTC individual trials would soon revert to pre ACTC days where no co-ordination of rules or format meant entering an event and being eligible to run was difficult to interpret or understand.

Some means of direct contact with competitors was suggested by Camel Vale and Windwhistle clubs, but Andrew Brown reminded the meeting that under MSA rules we are prohibited from having any formal individual membership.

After discussion it was agreed that the mission Statement for the ACTC going forward should be "ACTC working for the future of Classic Trials", the word "Viability" in the original proposed mission statement being dropped.

The Tiered voting system was also welcomed although Fell Side AC in particular felt that the 4 tier voting system suggested would give 2 or 3 clubs too much control. After further discussion on both 2 tier and 3 tier voting systems the meeting agreed that the fairest system would be the 3 tier system as follows.

Tier 1: member clubs who do not organise Classic trials,	1 vote.
Tier 2: member clubs who organise non-championship Classic trials	2 votes.
Tier 3: member clubs who organise ACTC Championship Classic Trials	3 votes.

The Chairman will put together a formal proposal based on the above for final discussion at the next April ACTC meeting.

Action: Carl Talbot.

5. ACTC Finances.

Apparently the three Attachments (Attachments 2, 3, & 3a) Distributed with the Agenda were incorrect. A long discussion followed when the figures in the budgets for 2019 and 2020 were discussed. The discussion then moved to the cost of entering the Championship and for receiving hard copy of the Restart magazine.

A proposal was made by Camel Vale MC that people should pay for what they receive, i.e. pay £11.00 for entry into the Championship and receive Restart electronically, Navigators pay £4.00 to enter the Navigators Championship and receive Restart electronically, and anybody wanting a hard copy of Restart will pay an additional £11.00 which will pay the cost of production and postage.

This proposal was seconded by Bristol MC and was **carried by 12 votes for and 1 abstention.**

The meeting then considered the cost of Clubs joining the ACTC.

Fell Side MC proposed that all fees should be increased by £1.00 for 2019 giving the following;

Clubs who organise cars only trials pay £46.00

Clubs who organise trails for both Cars and bikes pay £62.00

Clubs who organise trials for bikes only pay £16.00

This proposal was seconded by Ross MC and carried unanimously.

(Please see Attachments 3 & 3a for the revised figures.)

6. Restart Report.

Pat reported that she had 4 trials reports in hand which was a better position than the usual of having to chase for content. There was nothing else to report except to say that she would soon be contacting entrants for reports of the autumn trials.

Pat is also still seeking a suitable location to store past copies of the ACTC magazines and has contacted Beaulieu Motor Museum and is awaiting an answer from their librarian. If and when they agree to store these copies, then terms and conditions of this would be examined.

It was agreed that Pat would organise 50 copies of the 2019 ACTC calendar which would be shipped direct to the Harts so that they could be offered for sale at the Allen trial. Any copies left over would be passed to Stroud & District MC for sale at the Cotswold Clouds trial.

The Chairman thanked Pat for being the editor of Restart for the last 20 years.

7. Website Report (incl. GDPR)

James reported that all steps had been taken for the website to meet the new GDPR conditions, but the Treasurer mentioned that some clubs still hadn't addressed the GDPR matter on their websites and that to avoid problems they should take urgent action. (Please see **Attachment 18**).

James also said that they will be soon putting links on the website for ACTC facebook and Instagram pages. Norton Selwood was also thanked for all his work getting the facebook up and running.

8. Proposal for a best practice Database. (See attachment 4.)

This proposal was discussed and all agreed it was a good idea but the problem would be finding someone to manage and run this database. Myke Pocock then stepped up and said that he would look after this database providing others sent him the required information. It was agreed that a good start would be to get entry form templates done, then a template for the necessary Risk Assessments for a trial.

Please send your versions of the above electronically to Myke's email

mykepocock@yahoo.co.uk

Action: Clubs Trial Organisers.

9. MSA Trials Committee Report.

It was stated that there had been 2 MSA meetings since the last ACTC meeting in April. There has been a Sporting trials debate on diffs which had been going on now for 2 years and it was stated that if this was not finalised by the relevant people quickly, then the MSA would dictate which diffs could be used. (This subject obviously doesn't affect us in Classic trials except to understand that we do need to deal efficiently and timely with any discussions that are on-going.

The entry referring to fixed tyre pressures in the Blue Book is to be removed in the future. It was stated that electric cars should not be allowed to enter in general motorsport, this is because of the ownership of the batteries (which are not normally owned by the car owner, only leased) and because of the risk of fires from the batteries after an accident which apparently cannot be put out, and also the risk of a high energy electric shock to the driver or accident responders.

It was mentioned that the MSA had been watching a film which had been put on You-Tube, of cars attempting Crooked Mustard. From watching this film they thought the reversing skills of many drivers left a lot to be desired, (this hopefully has been assisted by the production of the "Hill Reversing Guide"). Also it seemed that a lot of cars were over-ballasted making them unstable, and that at least one car had spare wheels which were not securely fitted to the back of the car.

These observations highlight how careful we must be when posting any videos which show our sport in a bad light.

The MSA had also compared the number of permits issued to trials and the number of entrants in those trials over the period from 2015 to 2017. This showed that was a 2% increase in the number of permits issued over that period to car trails, a 2% decrease to Classic trials and a 17% increase to Sporting Trials. It also showed a decrease of 9% entrants in car trials, a 22% decrease in Classic trials entries but a 22% increase in sporting cars trials. Perhaps we should look to see what is giving Sporting trials their success?

Simon was then asked if there had been any mention of the use of LED headlight bulbs, to which Simon replied that it was OK to replace a headlight bulb with an LED bulb providing it was a straight swop using the same fittings, but it was not allowed to either change the complete headlight for an LED headlight or to fit an LED bulb which is fitted with light boosting attachments.

10. Rights of Way Report.

Andrew reported that the financial position of LARA had improved and he was hopeful that the fighting fund would not need a top-up from the ACTC for the next 12 months. The next LARA meeting is on 25th September. Please see attached written report **Attachment 16 20180902_ACTC_ROWReport_WithAttachments.**

11. 2019 Championship Schedule (see attachment 5.)

The meeting were asked if there were any problems with the schedule and nothing was raised.

The date of the Awards evening is Saturday 6th April and is the day before the Torbay Trial the start of which is only 20 minutes away. The hotel is booked for the Awards Evening.

12. Championship Reports.

There was no Championship reports as there is still no Championship Monitor, but there were some disturbing figures showing the decline in cars entering the ACTC Trials between 1013 & 2018 (see **Attachment 6**), and Cars and bikes entering the ACTC Championships over the same years (see **Attachment 7**).

There was a proposal from Fell Side AC regarding the need of competition licences for regional Championships (see **Attachment 8**). It was explained that the need for a competition licence for Championship events was a requirement of the MSA but that there was some changes to this being discussed as explained below by Pete Hart.

"The MSA, subject to council approval are about to modify rule D4.5.4 to remove the requirement for contenders in championships organised by Regional Associations to hold a competition licence.

D.4.5.4 in the Blue Book – Current wording in the section defining what can be held under a Clubmans permit:

Events in 4.5. (b) to (k) may form part of a Regional Association Championship provided that all Competitors participating or scoring in such a championship hold a Clubmans Competition Licence.

This will mean that not only can their qualifying rounds be held at clubman status, all competitors will no longer need a competition Licence.

The ASWMC at the meeting where this was agreed proposed this rule was extended to cover Championships organised by Recognised Groups, like the ACTC. Unfortunately they appear to have been a lone voice and this was declined.

ACTC clubs that are members of other regional associations are encouraged to lobby them to have this rule extended to cover groups like the ACTC.

Where Championships exist in both forms i.e. a Regional Association like the ASWMC and a Recognised group like the ACTC, as is the case in classic trials in the south West. A number of contenders enter both championships and the events are rounds of both Championships. These events will have to remain at NAT B to meet the MSA requirements for the ACTC. So the ASWMC contenders will see no benefit as they will still require a licence to enter the event.

So this attempt by the MSA to remove bureaucracy and encourage grass roots motorsport will have little effect unless recognised groups are included in the initiative. "

13. Wording of Locktons Insurance.

John Bell had found that the wording of the Locktons insurance used by clubs varied and some versions were not appropriate. After many phone calls with Locktons the original wording was agreed. All Clubs using this insurance should check the wording of their policy with **Attachment 15** to avoid possible problems in the event of a claim.

14. Proposal From Fell Side AC reference an ACTC M/C Sub Committee (Attachment 9)

The meeting agreed with this proposal subject to volunteers offering themselves for election and member clubs electing them at the next ACTC meeting on 14th April 2019.

15. Proposal from Fell Side AC that the Durham Dales trial should become an ACTC Championship Round.

Please also see **Attachments 10, 11 & 12.**

This proposal was also supported by another presentation from Adrian Tucker-Peake and Myke Pocock.

A brief discussion followed, then the Proposal was formally made by Fell Side AC and seconded by the VW owners Club and carried unanimously.

16. Proposal by Fell Side AC regarding LSD in Class 1.

See **Attachment 13.**

Fell Side AC felt that adding the cost of an LSD to Class 1 raised the enter level cost for our sport, raising the cost of a Front wheel drive car which could probably be bought for £200.00 by a further £1,000.00. A discussion followed most of which had been raised and recorded at previous meetings.

It was agreed that because we were 1 year into a 4 year trial, the trial should be allowed to continue for the next three years.

It was then asked what the trial was meant to prove. This was answered as increased entries in Class 1 because of the lower running costs due to the added reliability given by these diffs. At the end of the trial period, if Class 1 entries had increased then the trial period may be extended but if not, the trial would be stopped and LSDs again banned from Class 1.

It was added if those cars using LSDs in Class 1 could be identified in some way to aid this decision.

17. Hill Reversing Guide.

A final one page version of the Hill Reversing Guide has been produced by Adrian Tucker-Peake (**Attachment 17** and will be put on the Website. A T-P was thanked for his work in preparing this guide.

The meeting was closed at 18.05hrs.

The next ACTC meeting will be on Sunday 14th April 2019 at 14.00hrs at The Majors Retreat, Tormarton.

All items and documentation for this meeting must be sent to the Hon. Sec. **by Sunday 10th March LATEST.**

Reflecting on this year as chairman, and noting a general undercurrent of malaise and negativity these past few years surrounding the ACTC, I recently called a meeting of the Officers of the ACTC to try and formulate some suggestions to put to the member clubs for discussion prior to this September AGM, to see if we as an organisation, can try and create a more positive and productive future for the ACTC.

What brought this into focus was the declining number of ACTC championship contenders, [it seems largely brought about by the dual permit and clubmans events, as overall Trials entries are not declining to any great extent] and the related situation this decline in championship contenders raises with regards the overall funding of the ACTC.

I think it is important to re-iterate that the ACTC is an organisation of Clubs, and as such does not represent individuals. It was broadly created to inform and help, where possible, organisers of Classic Trials events. To bring co-ordinated conformity to the basic rules and regs. of Classic Trials, such that individual competitors could be confident in complying on entering events on a national level.

I feel, without a doubt, that the ACTC has successfully fulfilled its role.

This then begs the question, why the undercurrent of malaise and negativity around the organisation ?

My thought is that in these times there is even more need of an organisation to represent Classic Trials nationally, be that at the MSA or via the likes of LARA at governmental level .

To this end I would like to suggest a new mission statement for the ACTC:

'ACTC - working for the future viability of Classic Trials'

We need to raise some fundamental questions for discussion, both individually and within our member clubs regarding the structure and ability of the ACTC to fulfill this new mission statement.

Hopefully clubs can condense these discussions and bring them to the September AGM either as separate proposals or for discussion around the points raised below.

I am hoping that this will generate some new enthusiasm for people in the sport to get involved, through their clubs, in securing a positive and secure future for Classic Trials.

Two initial question to put to the member clubs:

1. - Is the suggested 'mission statement' a worthy goal for the ACTC to strive for?
2. - Is the ACTC in its current format suitable to fulfilling this mission statement?

We identified 3 main areas to put to the clubs for discussion prior to this September AGM:

A. - Voting at ACTC council meetings. [currently one vote per club]

Suggested new 4 [or drop top tier for 3] tier structure, which more correctly represents the clubs organisers and membership numbers within the ACTC.

Tier 1 = Clubs with multiple Public Highway Classic Trials = 4 votes

Tier 2 = Clubs with one Public Highway Classic Trial = 3 votes

Tier 3 = Clubs with Single Venue Classic Trial = 2 votes

Tier 4 = Clubs who do not run a Classic Trial = 1 vote

B. - Financing of the ACTC.

Accounts/budget to be split into two types of income and expenditure, split between Governance costs and Championship costs.

Any Championship must be self funding such that there is no financial burden on ACTC Governance.

ACTC clubs subscriptions should be linked to the above 3 or 4 tiered voting structure.

C. - Structure.

A suggested 3 tier organisational structure.

3 x Directors - Chairman, General Secretary and Treasurer/Company Secretary.

[quorum at AGM/General meeting = 1]

6 x Electoral Officers - 3 Directors [see above] + Motorcycle organiser/representative, Car organiser/representative and Marketing Officer

[quorum = 4, inc.1 director]

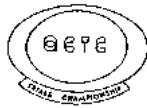
Various club representatives are asked to fulfill the other jobs within the ACTC, e.g.

Championship scorer, Restart editor, bookkeeper, ROW officer, Webmaster, etc..

No limit on numbers, jobs can be broken down into manageable sizes.

[quorum one third number of member clubs]

A suggested time frame would be to aim for any discussion to be completed at the 2019 April/May Council Meeting, to be voted in at the 2019 September AGM , ready for 2020.



2019 - Budget Income & Expenditure ACTC Ltd

			Budget	Governance	Championship	Notes
Income						
Clubs - Cars Championship	25 @ £46		1,150.00	1,150.00		£1 Increase
Motorcycle Championship	13 @ £16		208.00	208.00		£1 Increase
Advertising income			140.00	140.00		No Change
Paper Restart only - est 24 paper (20 paid members & 4 for archive) x £11			220.00	220.00		No Change
Championship	Champ Cars with electronic Restart issues	60 11.00	660.00		660.00	£6 Reduction from £17
Championship	Champ Bikes with electronic Restart issues	10 11.00	110.00		110.00	No Change
Entrants	Champ Navigators with electronic restart	20 4.00	80.00		80.00	£5 Reduction from £9
			2,568.00	1,718.00	850.00	
Expenditure						
	Restart only - assume 24 paper (20 paid members & 4 for archive) copies x £1		264.00	264.00		
	General Secretary's expenses		55.00	55.00		
	Championship stickers		72.00		72.00	
	Trophies engraving		253.00		253.00	
	Trophies replicas		375.00		375.00	
	Meeting room hire	May	125.00	125.00		
	Meeting room hire	Sept	125.00	125.00		
	Postage for Championship Monitor		0.00			
	Limited company ongoing expenses		13.00	13.00		
	LARA Subscription		300.00	300.00		
	LARA Fighting Fund 2015		0.00	0.00		
	MSA annual Fee £78 +£150		228.00	78	150.00	
	Championship regs		25.00	25.00		
	Web Site Fasthosts		0.00	0.00		
	Awards Presentation		0.00	0.00		
	Total Expense		1,835.00	985.00	850.00	
	Profit/Loss for year		733.00	733.00	0.00	

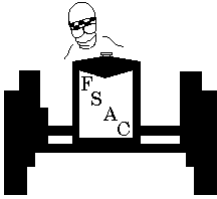


BUDGET 2020

		Number Estimated	Subscription £ Per annum	Total	Governance	Championship	£ Change for 2020
Income							
Club Subscription Tier 3	3 Votes at ACTC Council Meetings Camel Vale, Stroud, Holsworthy, Airdale & Pennine, Bristol, Exmoor, Fell Side, , Launceston & North Cornwall, Middle England Classic Vehicle Club, Midland Automobile Club, Minehead, North Devon, Ross, Torbay, Woolbridge Falcon, MCC MG Car Club & Windwhistle	14	55.00	770.00	770.00		See Chairman's proposals
Club Subscription Tier 2	2 Votes at ACTC Council Meetings 750, Pegasus, Dellow, Eastwood, Morgan SCC, VSCC, VWOC(GB)	4	45.00	180.00	180.00		See Chairman's proposals
Club Subscription Tier 1	1 Vote at ACTC Council Meetings	7	30.00	210.00	210.00		See Chairman's proposals
Championship contender	Cars with electronic Restart issues	60	11.00	660.00		660.00	As 2019
Championship contender	Bikes with electronic Restart issues	10	11.00	110.00		110.00	As 2019
Championship contender	Navigators with electronic restart	20	4.00	80.00		80.00	As 2019
	Restart only paper copy 4 issues	20	11.00	220.00		220.00	As 2019
	Advertising income	4	35.00	140.00	140.00		As 2019
TOTAL INCOME				2,370.00	1,300.00	1,070.00	
Expenditure							
	Restart paper copies Herts & postage 4 issues per annum			264.00	44.00	220.00	
	General Secretary's expenses			50.00	50.00		
	Championship stickers			72.00		72.00	
	Trophies - replicas & engraving			696.00		696.00	Balancing figure to bring championship costs to zero
	Meeting room hire	May		125.00	125.00		
	Meeting room hire	Sept		125.00	125.00		
	Championship regs			25.00		25.00	
	Scrutineering Noise meeture acilbration			130.00	130.00		
	MSA annual Fee / championship registration			135.00	78.00	57.00	MSA Annual Subs & championship charge
	LARA Subscription			300.00	300.00		
	LARA Fighting Fund to resevers			400.00	400.00		No payment due to LARA fighting fund BUT reseve included for future payments
	Championship Secretary Expenses			20.00	20.00		
	Limited company ongoing expenses			13.00	13.00		Companies House Annual return/ confirmation statement Fee
	Internet hosting charges - zero thanks to James			0.00	0.00		
	Awards Presentation assumes breakeven/no ACTC cost			0.00		0.00	
Total Expense				2,355.00	1,285.00	1,070.00	
Profit/Loss for year				15.00	15.00	0.00	

FELL SIDE AUTO CLUB LTD.

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29 July 2018

Mr W Bennett,
Secretary,
ACTC

Dear Bill,

Re: Agenda items for the ACTC AGM 2018

Would you please add this proposal to the agenda for the AGM:

Proposal

That the ACTC should prepare and provide 'best practice' database on planning and running a classic trial.

Reason for proposal

Because there is a lack of standardised information on planning and running a classic trial.

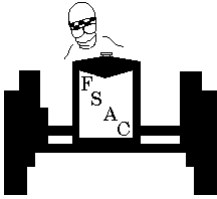
Benefits of creating a database

- 1. To provide new clubs with all the best information required to plan and run a classic trial.*
- 2. To give established clubs a reference, to check they are doing it right.*
- 3. To assist club officials with handover of responsibilities at any stage during trial preparation.*
- 4. To ensure communication with official bodies (eg. Section 33, ACU & MSA) is done at the right time and with the right information.*
- 5. To simplify and standardise trial entry format for competitors.*

How to create a database?

FELL SIDE AUTO CLUB LTD.

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Experienced member clubs should provide information on database sub categories to a nominated ACTC representative or panel, for distillation into a working document

Yours sincerely

Derek Reynolds,
Secretary

ACTC Classic Trial Car Competitors 2013 to 2018

		2013	2014	2015	2016	2017	2018
Clee Hills	Nat.B. + ACTC		63		38	22	0
	Nat.B. no ACTC				?	4	0
	Clubman				32	31	0
	Total		63		70	57	0
Exmoor	Nat.B + ACTC		33	37	29	14	18
	Nat.B no ACTC				?	8	5
	Clubman				?	1	4
	Total		33	37	29	23	27
Cotswold Clouds	Nat.B. + ACTC	80	80	80	48	36	30
	Nat.B. no ACTC				?	9	12
	Clubman				39	32	34
	Total	80	80	80	87	77	76
Northern	Nat.B. + ACTC	36	31	36	17	11	10
	Nat.B. no ACTC				?	3	3
	Clubman				19	12	13
	Total	36	31	36	36	26	26
Torbay	Nat.B. + ACTC	48	55	58	38	17	14
	Nat.B. no ACTC				?	5	7
	Clubman				18	26	15
	Total	48	55	58	56	48	36
Kyrle	Nat.B. + ACTC	59	44	47	37	29	
	Nat.B. no ACTC				?	8	
	Clubman				?	9	
	Total	59	44	47	37	46	
Yorkshire Dales	Nat.B. + ACTC	45	46	53	29	18	12
	Nat.B. no ACTC				?	5	3
	Clubman				21	21	17
	Total	45	46	53	50	44	32
Taw & Torridge	Nat.B.	34	39	39	34	27	
	Clubman				0	0	
	Total	34	39	39	34	27	
Exmoor Clouds	Nat.B.	28	28	26	18	23	
	Clubman				0	0	
	Total	28	28	26	18	23	

Tamar	Nat.B. + ACTC	40	53	51	32	15
	Nat.B. no ACTC				?	10
	Clubman				12	15
	Total	40	53	51	44	40
Hardy	Nat.B.	42	44	41	33	
	Clubman				?	
	Total	42	44	41	33	
Allen	Nat.B. + ACTC	70	77	75	41	28
	Nat.B. no ACTC				?	14
	Clubman				24	28
	Total	70	77	75	65	70
Camel	Nat.B.+ ACTC	47	47	61	22	21
	Nat.B. no ACTC				?	6
	Clubman				27	23
	Total	47	47	61	49	50

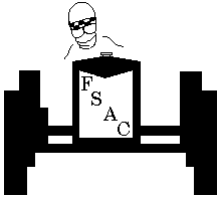
Over the last 5 yrs the number of competitors entering the above trials has not changed that much, but in 2017 only an average of 44% of trial competitors in each trial had joined the ACTC Championship.

Championship Entries 2013 to 2018

Year	Cars	Bikes Championship	Bikes Regional only	Nav	Restart only
2013	105	13		15	
2014	103	11		19	
2015	101	13		24	
2016	84	8		19	
2017	79	12		24	
2018	65	8	4	20	24

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29 July 2018

Mr W Bennett,
Secretary,
ACTC

Dear Bill,

Re: Agenda items for the ACTC AGM 2018

Would you please add this to the agenda for the AGM:

Regional Championships

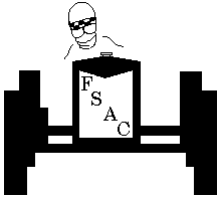
Fell Side Auto Club was instrumental in proposing a discussion locally on a Northern Championship some years ago, with a view to attracting new competitors to compete in trials in the North of the country. Subsequently we were supportive of the ACTC's initiative in setting up Regional Championships as they fulfilled our original requirement. At the time we were not aware of the MSA's rule stipulation that any competitor in a championship must have a competition licence.

We feel that Regional Championships do not fulfil our original aim for them. To attract prospective competitors to regional trials and to enable all entrants to be part of a Regional Championship we would like the ACTC to discuss the issue with a view to asking the Associations Trials Representative to take the issue to the MSA and change the ruling that prevents those without a competition licence being included in Regional Championships. This would also tie in with the new MSA's Chief Executive, Dave Richards, wish to develop motor sport at grass roots level.

Yours sincerely

FELL SIDE AUTO CLUB LTD.

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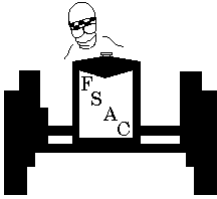
Derek Reynolds,

Secretary

Chairman: Myke Pocock 01228 530555 Treasurer: Fred Mills
Competition Secretary: Myke Pocock 01228 530555
FELL SIDE AUTO CLUB IS MSA and ACU AFFILIATED

FELL SIDE AUTO CLUB LTD.

Secretary: Derek Reynolds
4 Easington Avenue, Cramlington NE23 3HR
01670 733122 Evenings
E-mail: derekreynolds@aol.com



29 July 2018

Mr W Bennett,
Secretary,
ACTC

Dear Bill,

Re: Agenda items for the ACTC AGM 2018

Would you please add this proposal to the agenda for the AGM:

Proposal

That the ACTC should elect a sub-committee for motor-cycles. It is felt that these competitors interests are under represented at present

Yours sincerely

Derek Reynolds,

Secretary

DURHAM DALES CLASSIC TRIAL

Report for inclusion in the ACTC National Championships

After running for 4 or 5 years all the sections in the Durham Dales Trial are now classic trial sections and the trial is no longer a mixture of various motor sports events.

The trial has a variety of classic section, none too difficult, but competitors could easily be caught out as can be seen by the range of scores. Cars 1 to 53 and Motorcycles 0 to 59. Both sets of results had a good mix of classes.

The route book was good but the narrow motorcycle copy would be better if the printing could be made bigger for next year. The route signing needs to be improved for next year, the junctions had coloured square route markers but they were in very light colours and fixed to existing posts. These square route markers are difficult to see unless they are made from brightly coloured correx and fixed to individual pegs in the verge. This can be easily rectified for next year.

The start venue was good with a good café serving breakfast. The trailer parking at the start was adequate for this years number of entries. More parking signs and a parking Marshall will be needed to control, hopefully, a greater number of entries in future years.

After section 9 competitors could drive through Stanhope ford. Vehicles driving through the ford produced some good photos for advertising next years event.

There was a very good Burger Van at the lunch halt near section 12. Each competitor got a free burger or bacon sandwich provided by Middle England Classic Vehicle Club.

The event has progressed over the last few years and is now being organised to a standard that in my opinion is suitable for inclusion in the ACTC National Championship.

The organising team is very keen and hard working and want to keep improving the event.

Also the event has now been approved by the MSA as a National B event.

Having another championship event in the north, and in a new part of the north, will encourage more competitors to compete in classic trials and hopefully also enter the ACTC Championships.

John Bell

Durham Dales Classic Trial 27-05-18

Firstly I would like to thank the organizers, marshals and helpers for such a good event.

The entry form process was remarkably smooth and simple to understand, help and assistance was on hand with contact numbers and email address details easily available.

The route book was good and we were informed of late changes due to a road closure.

I would like to thank Bernie Pugh for going out of his way and making an extra trip up to Park Station on the Saturday night to do scrutineering for those of us who had travelled and were staying locally overnight. This must have eased the scrutineering process on the morning of the event.

The starter was a very keen chap and held us until the very second of our start time.

All the marshals were on station by the time we arrived at the sections and they took control and managed competently.

The trial team took time to make sure people did not forget to sign off at the end.

Overall a well run event and I commend Bernie and his team.

Ian Alderson 07403 757793

81 Newton Rd
Billinge
Wigan
WN5 7LB

To the MECVC
ref Durham Dales Trials

3rd June 2018

Dear Sirs

I competed in the above event on the 27th May and wish to congratulate your Club on a good days sport. I have ridden in this event since its inception and each year you have sought comment on the event and eliminated negative feedback, thereby producing the good event of this year. Its a shame other Clubs don't always follow suit. As you know, I have had a life time of riding trials – the good, the not so good and the 'never going there again'.

The route this year was good, discounting of course the County Councils failure to complete their work on time. However you reacted quickly and competently with a suitable amendment. It was the right length and the route book easy to follow. Its a shame the only open filling station is so early on the route but this basically beyond your control. You made this clear in the route book before hand, so those with small tanks could make suitable arrangements.

The sections were very good. One has to recognize that you can only select from what is available and I feel you made a good selection. There was a good spread of severity, from 'cleanable' by the whole entry to the more challenging to produce a winner. All were 'cleanable' by good riders and all were easy to make an error in – there was some good judgement and thoughtful input by the CoC.

The marshals all seemed well briefed, competent and friendly.

The results are clearly presented. There is one small error. Tim Pitt was in class X and should therefore have not featured as joint second place – a mistake also made by other Clubs.

In summary I would say it was a truly well run event and encouraged me to enter future events run by your Club. A real curmudgeon could nit-pick to find fault, but that's true of nearly all events and you are open minded and willing to welcome feedback. A lot of good work went into producing this trial and I look forward to next year.

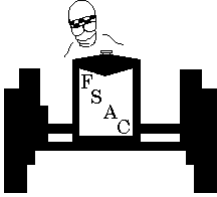
Thank you – the whole team.

Yours faithfully

Frank Anderton

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29 July 2018

Mr W Bennett,
Secretary,
ACTC

Dear Bill,

Re: Agenda items for the ACTC AGM 2018

Would you please add this proposal to the agenda for the AGM:

Proposal

Class 1

It is our opinion that the introduction of LSD's into Class 1 has done little to attract some competitors into a class that will undoubtedly develop over the coming years due to the availability of vehicles that are within the budget of some entrants. The addition of the requirement to add in the expense of a LSD to be on a par with some Class 1 competitors may turn some prospective entrants away. In addition, at present, there is no easily visible way of detecting from entry lists if an entrant does or does not have a LSD fitted. To be able to gauge the effectiveness or otherwise of the fitting of LSD's, to be able to perform a meaningful survey of the results within the ACTC's 4-year trial period and to attempt to attract entrants into the class without having that additional expense.

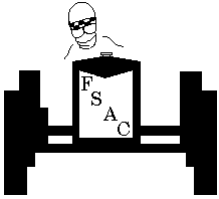
We propose:

That any entrant into Class 1 is asked to specify if they have an LSD fitted and that it is stated on any entry list and running order. In addition, we propose the introduction of a split Class 1, with Class 1A (non-LSD) and Class 1B (LSD). This to be adopted by all clubs running trials that are a part of the National and Regional Championships as soon as practicably possible.

Yours sincerely

FELL SIDE AUTO CLUB LTD.

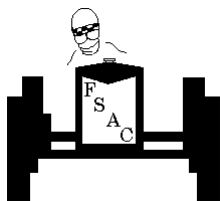
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Derek Reynolds,

Secretary

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29 July 2018

Mr C Talbot,
Chairman,
ACTC

Dear Carl,

Response to ACTC Bulletin, July 2018

At our AGM we discussed your proposals in the Bulletin, and we give the following response:

1. We decided that the word 'viability' didn't add anything to the statement and that 'ACTC – working for the future of Classic Trials' would be better.
2. Basically, a conditional Yes but could do with some reform – see below and we feel that the MSA does very little to promote grass roots motorsport.
 - A. We propose that there is 1 vote per club that organises a Classic Trial and no vote for any club that fails to organise a Trial for successive years.
 - B. We agreed that any Championship should be self-financing and not a financial burden on the ACTC Governance.
 - C. Without clarification of this item we propose that the current structure stays in place.

Yours sincerely

Derek Reynolds,

Secretary

1. Description of vehicle(s)

Any Motor Car or Motorcycle registered for entry in an Event or which is being used in connection with the administration of an event which is taking place under Authorisation Permit issues by the Motor Sports Association

2. Name of policyholder

Motor Sports Association and/or Any Affiliated Club and/or Any Local Association

3. Effective date and time of the commencement of insurance for the purposes of the relevant law

1 April 2018 00:01

4. Date of expiry of insurance

31 March 2019

5. Persons or classes of persons entitled to drive

Any person who is driving on the order with the permission of the Policyholder

Providing that the person driving has a licence to drive the vehicle or has held and is not disqualified from or prohibited by law from holding or obtaining such a licence.

6. Limitations as to use

Use in connection with the participation in or administration of an insured event in areas where Road Traffic Act Liability applies.

Unless specified under section 6 of this certificate of insurance, this policy does not cover: use for hiring, the letting on hire, the carriage of passengers and goods for hire or reward, racing, pacemaking, use in any contest, reliability or speed trial or the use for any purpose in connection with the motor trade.

I hereby certify that the policy to which this certificate of insurance relates satisfies the requirements of the relevant law applicable in Great Britain, Northern Ireland, the Isle of Man and the Islands of Guernsey, Jersey and Alderney.

For and on behalf of the Underwriter subscribing ERS, 52-54 Leadenhall Street, London, EC3A 2BJ
Authorised Insurers



ACTC COUNCIL MEETING – 2nd SEPTEMBER 2018

RIGHTS OF WAY REPORT

1 LARA

1.1 Meetings

Since the last ACTC Council Meeting on 8th April 2018, LARA has held its AGM and one Steering Committee meeting, both on 23rd May 2018. I attended the meetings as Chairman; Simon Woodall attended as the ACTC delegate.

The next LARA Steering Committee meeting is on 25th September and I will be attending in my dual role as Chairman and ACTC delegate (unless Simon Woodall is available to attend as the ACTC delegate).

1.2 Publications and communications

Since the last ACTC Council Meeting, two LARA Chairman's E-Newsletters have been published (No.8 – June 2018 and No.9 – August 2018). Both are attached to this report.

1.3 Activities

These are, essentially, as reported in the two E-Newsletters.

1.4 Finances

Please read E-Newsletter No.9 first, as this supercedes the rather bleaker information in No.8.

How does this affect the ACTC's contributions to LARA? My recommendation (as the ACTC delegate to LARA) is that the ACTC should budget for continuing Associate Membership of LARA (currently at £300 per year) from the ACTC 'Governance' Budget. Donations to the LARA Fighting Fund should not be included as a recurring item in the ACTC's Income and Expenditure budget, but should be made on an ad-hoc basis when surplus funds are available for distribution.

2 ASSISTANCE TO CLUBS

Nothing to report.

3 TRIALS SECTIONS DATABASE

Nothing to report.

4 TYRES ON MOTORCYCLES IN CLASS X

4.1 This is to expand on the verbal comments that I made during the ACTC Council Meeting on 2nd September 2018. This debate is relevant to Rights-Of-Way issues due to the potential for damage to unsealed public highways on the route of a classic trial.

4.2 The current ACTC Regulation B1.2.2 states that motorcycles *"fitted with road legal tyres which do not comply with the dimensions in ACU Regulation TSR8"* must run in Class X. There have been suggestions that this should be changed to ban tyres which do not comply with ACU Regulation TSR8 (which defines trials tyres) from Class X.

4.3 Arguments for allowing non-trials tyres: Many motorcycles are sold with road legal tyres which do not comply with the requirements for trials tyres. In some cases, obtaining trials tyres in the correct size(s) is difficult and/or impossible. In all cases, the cost and hassle of changing tyres may deter new entrants from trying-out the sport.

4.4 Arguments for banning non-trials tyres: The main argument for their banning is the potential for damage to the sections, with the non-trials tyres being, in general, far more 'aggressive' than trials tyres.

- 4.5 There has been considerable debate within LARA as to whether more aggressive tyres cause more damage, and this applies to both motorcycles and 4x4s. One side of the argument says that it is spinning wheels that cause damage, that more aggressive tyres grip better and spin less, therefore more aggressive tyres cause less damage. The other side of the argument accepts that this may be the case for experienced riders/drivers exercising great care but says that most riders/drivers will just use more power, and spin the more aggressive tyres, therefore causing more damage (than if they had been spinning wheels using less aggressive tyres). The TRF, in particular, are adamant that tyre choice should be at the rider's discretion and the organisation is fundamentally opposed to any active discouragement of the more aggressive tyres.
- 4.6 **It is my opinion that the ACTC should continue to allow motorcycles with road legal non-trials tyres to run in Class X.** Clerks of individual trials may, however, choose to ban them in the supplementary regulations for specific events. This is a matter for local knowledge and local PR, balancing the potential for damage against the encouragement of new entrants for a specific event run over specific terrain.

*Andrew Brown
ACTC Rights of Way Officer
3 September 2018*



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admin@laragb.org

Life Vice-President, Don Green

CHAIRMAN'S E-NEWSLETTER – No.8 – June 2018

PLEASE CIRCULATE WITHIN YOUR ORGANISATION

Many thanks to all those who attended the AGM at the MSA on 23rd May. This E-Newsletter is an update on some of the key topics discussed.

DOES LARA HAVE A FUTURE IN ITS CURRENT FORMAT?

The current financial situation

LARA finished the year 2017-18 with over £6,000 in the bank, achieved by rigorous frugality throughout the year. This is not a 'surplus' – we always need £££ in the bank to carry-us through the first few months of a LARA year. All Members have now renewed their subscriptions and all at the same membership status. This has given us a further £18,000 of income, but that is no cause for complacency. Although we split our accounts into General Account (funded by subscriptions) and Fighting Fund (funded by donations) for internal management purposes, the reality is that **LARA needs a minimum income of at least £32,000 per annum to function effectively.**

I highlighted, as early as the January 2018 Steering Committee meeting, the need for a minimum of £14k donations to the Fighting Fund in 2018-19. The reality, in mid-June, is that we have received under £1k to date and have been advised by several members that any donations to be made during this year may be for lower amounts than in previous years.

We are therefore faced with the possibility that LARA will 'run out of money' sometime during the current financial year, and probably shortly after Christmas if no significant donations are received before then.

Why is the current financial situation critical?

LARA's income was, for many years, based on substantial subscription income from a significant number of Full Members supplemented by regular requests for donations to fight specific threats (hence the 'Fighting Fund'). This has changed in recent years as the number of Full Members has declined to the current four, and specific threats (CROW, NERC, Dereg, etc.) have been replaced by continuing low-level engagement with ongoing (and seemingly never-ending) government-sponsored working groups and consultations.

Our three main areas of current expenditure (SWG, MSWG, and Powys s33 – see below) all started-off as Fighting Fund activities (SWG going back to before Dereg) but all have morphed over



the years into much longer-term commitments. Put simply, we have no current threats which are 'sexy enough' to generate significant donation income from users, user groups, crowd-funding, and non-members (as happened with CROW, NERC, Dereg, etc.) and, therefore, we must rely on members to donate funds to cover these ongoing activities.

What are the options for the remainder of this year, and into the future?

We have identified three options:

- **Maintain the current subscriptions, raise a minimum of £14k donations from members each year, and keep LARA going as is.** This is, obviously, the most desirable option but is not currently viable (we anticipate donations from members will be significantly less than £14k this year). This is the only long-term (April 2019 onwards) solution but does require long-term financial commitment from members.
- **Maintain the current subscriptions, accept a much lower level of donations, and do a lot less.** This is the only sensible way to approach LARA's activities for the remainder of 2018-19 although, to make it work, we may need to disengage from one, at least, of the SWG, MSWG, and Powys S33 activities during the year, and probably sooner rather than later. This option is not a long-term (April 2019 onwards) solution.
- **Dissolve/restructure LARA from April 2019 onwards.** We believe that we have adequate resources to meet our financial commitments for 2018-19 on the basis that we implement the changes suggested in the bullet point above. Dissolution on 31st March 2019, to allow for an orderly termination of LARA as an organization, requires a decision in January – just six months away.

Members' views on these options are invited, for discussion at the Steering Committee meeting on 25th September. Formal proposals, requiring a vote, must be received by 25th August 2018.

FIGHTING FUND PROJECTS

- **(Dereg) Stakeholder Working Group.** There are doubts about the date of the next meeting. Very slow progress overall.
- **Motoring Stakeholder Working Group.** Very slow progress. We are actively working on a 'shadow' report to be published by LARA if the MSWG folds or fails to report effectively.
- **Powys County Council and s33 event authorisations.** We are still awaiting the next draft protocol from PowysCC. Again, very slow progress.

STEERING COMMITTEE MEETINGS FOR 2018

Tuesday, 25 September 2018 – VSCC, Chipping Norton.

Andrew Brown
Honorary Chairman LARA
chairman@laragb.org

Contact LARA: admin@laragb.org



www.laragb.org
admin@laragb.org

Life Vice-President, Don Green

CHAIRMAN'S E-NEWSLETTER – No.9 – August 2018

PLEASE CIRCULATE WITHIN YOUR ORGANISATION

GOOD NEWS FOR LARA

We are delighted to announce that the Vintage Motor Cycle Club (VMCC) has upgraded from Associate Membership to Full Membership, back-dated to the start of this LARA Year (1st April 2018). This is the result of tireless behind-the-scenes activity, over many years by David Giles and more recently by John Harvey (the VMCC's delegates to LARA), and LARA is truly indebted to the efforts of these two individuals.

MORE GOOD NEWS FOR LARA

I would like to record my personal thanks to those organisations and individuals who have donated to the LARA Fighting Fund since April:

John Harvey-James (VMCC) - £300.
FBHVC - £250.
VMCC Cotswold Section - £227.
PDVUG - £100.
Miscellaneous small donations via PayPal - £50.

The total of £927 received to date is way below where we would like to be at this stage in the LARA Year, but all is not doom-and-gloom (see LARA's Current Financial Position below).

MSWG UPDATE

Those of you subscribed to our website email alerts will know this already but, for those of you who aren't (and if not why not?), read on ...

Natural England (NE) has announced that it does not intend to hold any further meetings of the MSWG until it has produced draft updates of two publications from December 2005 (including *Making the Best of Byways*). NE encourages MSWG members "to continue online and face-to-face discussions", so the MSWG is not dead, just resting until re-activated by NE or its members.

Read our full News Post at: <https://laragborg.wordpress.com/2018/08/15/mswg-update/>

You can read more about LARA's response below (see LARA's Current Activities).



LARA'S CURRENT FINANCIAL POSITION

The summer is always a slow period for LARA as the government departments with whom we work show a marked reluctance to schedule meetings in the three months from mid-June to mid-September. We are currently re-calculating our 2018-19 budgets based on increased subscription income (thanks to the VMCC) and reduced expenditure (due to the temporary hold on MSWG activity), and these budgets will be available to Members at the next Steering Committee meeting on 25th September.

With significantly reduced workload on our three main Fighting Fund activities - MSWG as above; and both SWG and Powys s33 have gone very quiet – we should be able to see-out 2018-19 on our current income. Our expenditure from April 2019 onwards is, however, much less clear. It could be that we are returning to the situation where subscription income is adequate to fund all ongoing LARA activities (including some of those activities currently allocated to the Fighting Fund), and we supplement this with requests for donations to fight specific threats whenever they arise in the future.

LARA'S CURRENT ACTIVITIES

We decided, some months ago, that we should work towards producing four LARA publications to 'shadow' the four principal MSWG topics – listed in the News Post link on the page above. This was, at the time, in anticipation that the MSWG 'output' was likely to be so watered-down, in the interests of consensus, as to be of little practical use or guidance. We see no reason to change that decision following the latest news on delays to MSWG, rather the opposite. The revised UUR report is very close to publication, but the Traffic Management and Surface Standards reports (to include content taken from the current two-volume LARA Traffic Management Hierarchy report) will take much longer. Again, we hope to have an update for Members at the next Steering Committee Meeting.

STEERING COMMITTEE MEETINGS

Tuesday, 25 September 2018 – VSCC, Chipping Norton.

Provisional dates for Steering Committee Meetings in 2019 will be available during October.

Andrew Brown
Honorary Chairman LARA
chairman@laragb.org

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

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 **A**wareness, **B**raking and **S**teering.

1. Preparation

- Awareness:**
- good side and rear visibility around your car
 - powerful reversing light
 - brief your passenger
- Braking:**
- give your footbrake and handbrake good firm ‘function’ tests
 - consider installing a hydraulic handbrake
- Steering:**
- yellow tape band around the steering wheel rim at straight ahead

2. Stopped on a Section

- Awareness:**
- listen to the marshals’ instructions
 - check around and behind you for any obstacles or people
 - keep your passenger seated
- Braking: (Older)**
- apply the handbrake firmly
 - switch off the engine and engage reverse gear
- (Modern)**
- apply both footbrake AND handbrake firmly
 - keep engine running in forward gear and press the clutch pedal
- Steering:**
- check front wheels are facing ahead - get marshal guidance

3. Reversing Down

- Awareness:**
- have your passenger and marshals guide you
 - STOP and take a breather if it is long and twisty, 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 to keep slip under control
 - shift to use **handbrake only**, to regain your steering
 - keep clutch down, in gear, 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

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

Attachment 18.

List of Clubs identified by the Treasurer as not adjusting their websites to meet the new GDPR Requirements

- 1 Airdale & Pennine Motor Club –
- 2 Exmoor Motor Club -
- 3 Falcon Motor Club
- 4 Fellside Auto club
- 5 Holsworthy Motor club
- 6 Middle England Classic Vehicle club
- 7 Minehead Motor club
- 8 North Devon Motor club
- 9 Ross & District Motor Sports Club
- 10 Windwhistle Motor club
- 11 Morgan Sports car club