

**Minutes of the Council Meeting of the ACTC**  
**Held on Sunday 14<sup>th</sup> April 2019**  
**At the Major's Retreat Inn, Tormarton.**

**Members and Officers Present:**

Barbara Selkirk - Treasurer	Simon Woodall - President
Bill Bennett - Secretary	Pete Hart - Class 7 / Bristol / Dellow MC
Carl Talbot - Chairman	Andrew Brown - Rights of Way Officer
Neil Forrest - Ross & District MC	Stuart Harrold - Ross & District MC
Mal Allen - Bristol Pegasus MC	Pete Cooper - Launceston & N. Cornwall MC
Chris Barham - North Devon MC/M/c Co-ordinator	John Bartham - North Devon MC
Alan Selwood - Awards Organiser / Windwhistle MC	Norton Selwood - Windwhistle MC
Ben Giles - Stroud & District MC	Stuart Green - Woolbridge MC
Melanie Green - Woolbridge MC	Barrie Kirton - MCC
Ian Facey - Holsworthy MC	Andrew Seward - Holsworthy MC
Keith Sanders - Torbay MC / Camel Vale MC	David Haizelden - Torbay MC
Paul Parker - ASWMC	Paul Brooks - Windwhistle MC
Jonathan Toulmin - MAC	Pat Toulmin - Restart Editor

26 people present with 14 member clubs represented.

**1. Apologies for Absence:**

Fell Side Auto Club	Andy Webb – Woolbridge MC
Kathy Martin	Adrian Tucker-Peake - MGCC
James Shallcross - Website Manager / Camel Vale MC	

**2. Minutes of Previous Meeting on 2<sup>nd</sup> September 2018.**

Acceptance proposed by North Devon MC and seconded by Ross & District MC.  
Passed unanimously.

**3. Matters arising from the above minutes (and not covered in items below)**

**3.1 Item 8. Proposal for Best Practice Database.**

Myke Pocock who had volunteered to manage this database has since withdrawn his offer “due to lack of support from Clubs”.

**3.2 Item 14. ACTC M/C sub Committee.**

This has not been formed due to no volunteers coming forward to sit on this committee.

**4. To receive nominations and elect:**

**4.1 Presidents.**

It was proposed by Ross & district MC and seconded by MAC that Simon Woodall be elected again.  
Carried unanimously.

**4.2** There were no new proposals for vice Presidents.

**5. To receive nominations and elect:**

**5.1 Chairman.**

There was one nomination, Dave Haizelden, proposed by Torbay MC and seconded by Windwhistle MC. As Carl Talbot had decided not to stand against Dave there was no direct competition for the post. Dave stated that he had been trialling for 27 years and was a keen supporter of the ACTC and their Championships. If elected he hoped to use his regular contact with other competitors to encourage more Championship participation and encourage club unity with ACTC.

There were 13 votes for Dave's election and 1 abstention. – **carried.**

- 5.2 Vice Chairman.**  
There were no nominations but Pete Hart agreed to re-stand.  
**Carried unanimously.**
- 5.3 Secretary.**  
There were no nominations but Bill Bennett agreed to re-stand.  
**Carried unanimously.**
- 5.4 Treasurer.**  
Barbara Selkirk did not want to continue and there was one nomination for Paul Brooks nominated by Windwhistle MC and seconded by Torbay MC. Paul stated that he was happy to stand on the understanding that Barbara wanted to stand down.  
**Carried unanimously.**
- 5.5 Championship Secretary.**  
There were no nominations but John Bell agreed to re-stand.  
**Carried unanimously.**
- 5.6 Class 7 Coordinator.**  
There were no nominations but Pete Hart agreed to re-stand.  
**Carried unanimously.**
- 5.7 Rights of Way Officer.**  
There were no nominations but Andrew Knightly-Brown agreed to re-stand.  
**Carried unanimously.**
- 5.8 Championship Monitor.**  
There was one nomination, Norton Selwood, proposed by Windwhistle MC and seconded by Torbay MC.  
**Carried unanimously.**

**6. Other Officers to be elected.**

- 6.1 Motorcycle Coordinator.**  
Chris Barham recently took over this role from Kathy Martin and is prepared to continue.  
**Carried unanimously.**
- 6.2 Restart Editor.**  
Pat Toulmin who has been the Restart Editor for over 20 years agreed to continue.  
**Carried unanimously.**
- 6.3 Website Manager.**  
James Shallcross agreed to continue.  
**Carried unanimously.**
- 6.4 Scrutineering Officer.**  
Nobody has volunteered for this important position, **so it remains vacant.**
- 6.5 Awards Evening Organizing team.**  
The Selwood family have agreed to continue.  
**Carried unanimously.**
- 6.6 Tyre Officer.**  
Although Pete Hart had wanted to stand down from this roll, as there were no volunteers to take over the position Pete agreed to continue.  
**Carried unanimously.**

**7. Financial Report.**

**7.1 2018 Year End Accounts.**

The accounts sent out with the agenda (Attachment 1) did not include the figures for the Awards Evening which have since been added and the new final version of the accounts are attached.

**Attachment 1**

**7.2 Budget for the year 2019.**

As above, the final version of the 2019 budget is attached.

**Attachment 2**

**7.3 Competitor Insurance.**

As we all know getting Event Road Section Insurance is getting more expensive. For this reason John Bell has been exploring alternatives to the system currently used. He has found the following alternatives which should save competitors money. Please see the following attachments.

**Attachments 4, 5, 6 & 7**

Bill Bennett thought John should be applauded for all the hard work he has put into this subject. If anybody wants more information or clarification please contact John by email [johnbell890@hotmail.com](mailto:johnbell890@hotmail.com).

**8. Restart Report.**

Pat reported that her attempts to get the archive copies of Restart held at Beaulieu had failed due to no response from them. Instead Pat will send the archive copies to the British Library for safe keeping. Pat informed the meeting that the copy date for the next edition of Restart was 28<sup>th</sup> May 2019. She also asked the new ACTC Officers if they would send her a profile of themselves for Restart.

Jonathan Toulmin also mentioned that they had a large plastic box of old spare copies of Restart and wondered if anyone would be interested in having them. Dave Haizelden said he would take them.

**9. Website Report.**

There was no report as James Shallcross was unable to attend the meeting, but he was sincerely thanked by the meeting for the superb job he is doing, as one person put it "James is doing a bloody good job!!"

The meeting also wanted to thank Norton Selwood for the excellent job he was doing on Facebook, in this day and age Facebook is such an important media for contacting people and spreading the trials word.

**10. Championship Monitor's Report.**

There was no report because currently there is no Championship Monitor, but Thanks to Norton Selwood stepping up to the mark, this situation will be solved in the future.

**11. Motorsport UK Trials Committee Report.**

There was nothing to report as there hadn't been a Trials Committee meeting since the September ACTC meeting. The next Trials Committee meeting is in fact next Tuesday when Carl Talbot will be representing the ACTC in his role as Chairman, Simon Woodall will continue to attend these meetings as the MCC representative.

**12. Technical Report.**

There was no report as the Technical Committee have not met since the September ACTC meeting. One question was asked about tyres and it was stated that the 8mm tread width rule seems to be generally accepted. The tyre list will be retained in the short term as a help to new comers, but the 8mm rule stands overall.

It was suggested by Camel Vale MC that a list should be made of all tyres which have been tested and passed the 8mm test, but it was explained that this is a very difficult job because the tread gaps can vary according to how the tyres are used, (rim widths, tyre pressures, etc.)

It was also mentioned that although the K4S tyres have been removed from the tyre list some of the sizes of these tyres will pass the 8mm tread width test, it's up to the competitor to make sure that the particular tyres they are using pass the 8mm test, as defined on the ACTC Tyre List.

**13. Rights Of way Officer Report.**

Andrew Knightly-Brown presented his report, a copy of which is attached to these minutes.

**Attachment 3**

## 14. Championship Calendars

### 14.1 Remaining of 2019 season.

Please note that the Tarka trial which is a M/C only event is moved to Sunday 3<sup>rd</sup> November

**Attachment 8**

### 14.2 Draft 2020 season.

It was agreed by the meeting that the 2020 calendar with 2 week gaps between events (mostly) would be adopted. A big thank you also was given to John Bell for his work preparing this calendar.

The Tarka bikes only trial has been moved to Sunday 1<sup>st</sup> November and the Bodmin is moved to 25<sup>th</sup> October. This avoids the Kyrle and the Bodmin trials from both being on the same date. It is hoped that by spacing out the trials events it will help raise entry numbers.

**Would all Clubs please carefully look at this 2020 draft calendar and notify John Bell if they want any changes.** [johnbell890@hotmail.com](mailto:johnbell890@hotmail.com).

**Action: All Clubs**

**Attachment 9**

## 15. Report on the 2018 Awards Evening.

Unfortunately a late change of venue had to be made due to a double booking at Padbrook, but all who attended agreed that the Buckerell Lodge Hotel, Exeter was an excellent second choice. 41 people attended and the general opinion was that a good evening was had by all!

Depending on numbers, (The Buckerell Lodge hotel probably can only accommodate a maximum of 55), we would be happy to go back to this venue next year, but an alternative might be the Exeter Court Hotel which is also the Start venue for the Torbay Trial the following day.

This year's event made a small profit so had a small positive effect on the ACTC accounts.

£230.00 pounds was collected during the evening with £115.00 going to both the Devon Air Ambulance and Cancer Research.

A big thank you was given to the Selwood family by the meeting for all their work in organising this great event.

## 16. ACTC Going Forward.

### 16.1 ACTC on Tour.

Pete Hart reported that ACTC representatives made two club visits, the first being to Stroud & District MC at Fromebridge. This meeting was also attended by Ross & District MC. A report of this meeting has already been given and can be found on the ACTC website, suffice to say this was a good meeting and one point which was mentioned was that we should pursue with the idea of Class representatives who can collect the Class related opinions and suggestions and bring them to an ACTC meeting for general discussion.

Dave Haizelden is very keen to develop the class representative idea and will take this forward.

**Action: Dave Haizelden**

The second visit was made to the Launceston & North Cornwall meeting held at the Threthorne Leisure Centre, but this was a more general meeting dealing with Motorsport in general and had minimal content related to ACTC matters.

### 16.2 A Tiered Club Voting System.

This was Proposed by Camel Vale MC and discussed at the last ACTC meeting last September. Further discussion took place at this meeting and then a vote was taken.

The proposal for a tiered Club Voting System as recorded in the minutes of the ACTC meeting which took place on 2<sup>nd</sup> September 2108, was made by Camel Vale MC and seconded by Stroud & District MC.

Those for were 6, those against were 7 and there was one abstention. **Therefore the current system of one vote per member club will continue.**

### 16.3 Proposed additions to ACTC Class Structure.

**See Attachment 10**

In principal the meeting thought there was merit in this proposal but the whole idea of having classes for standard cars wholly depends on the definition of "a standard car"

**Please also see Attachment 11**

The suggested alterations which could be done under Attachment 11 caused quite a lot of concern. Some thought that most cars currently being trialled could fit into this category, while others were concerned that a "standard car" would not even be able to get to the start line of a lot of sections.

There followed a long debate which concluded with an indicative vote on the principal of Attachment 10 to get an idea of the overall feeling of the meeting. This resulted in 4 votes for the idea, 6 votes against the idea and 4 abstentions. **Therefore this particular idea will not be pursued.**

**16.4 Proposed reduction of ACTC National Championships. See Attachment 12**

Carl explained his thinking behind this proposal as outlined in the attachment 12. Simon Woodall was strongly in favour of retaining the current Championships and thought that the Wheelspin Championship actually helped the Crackington Championship by taking the top 5 Wheelspin winners out of the Crackington. Dave Haizelden echoed this view saying he thought the current Championships were brilliant! Camel Vale MC Asked how would reducing the Championships help to increase Championship entries? Feedback from Clubs on this subject would be welcome.

**16.5 D4.5.4 Championship Trial Period. See Attachment 13**

Pete Hart gave the following explanation. The possibility of running The ACTC championship linked to the ASWMC was introduced. This would allow championship events to run at clubman status and competitors would be eligible to enter without the need for a competition licence, whilst the current Motorsports UK experiment is running at this stage for the 2020 season. It was pointed out that although a Competition licence would no longer be mandatory the holding of one does bring other benefits, including, personal accident insurance, so competitors may wish to continue to get them. All clubs running championship rounds would need to become members of the ASWMC. The reduced fees payable at clubman's events may offset or even cover the cost. It was proposed that the ACTC officers continue discussions with the ASWMC and bring a formal proposal to the ACTC Council in September. This was agreed unanimously by the clubs present.

**Action: ACTC Officers and all Clubs.**

**16.6 Proposal to create an ACTC Car Coordinator / Representative at ACTC meetings.**

This idea was first thought of by Giles Greenslade when he was Chairman (Car Class Representatives), but it never really got off the ground. This subject was brought up again when ACTC visited the Stroud & District MC meeting at Fromebridge. It was agreed that this would give entrants the opportunity to express their views at ACTC meetings through their class reps. Dave Haizelden is happy to look into this matter and report back.

**Action: Dave Haizelden**

**17. Proposal for the Reclassification of some Cars. See Attachment 14**

**17.1 Should X90s & GV2000 be reclassified?**

Simon Woodall said that GV2000 cars should be rejected as they are only available in the UK in 4WD form. To this the question was asked "does this reduce entries?" Apparently the GV2000 was sold in 2WD form in Australia, but apparently people have been asking if we now allow 4WD cars in our trials, not knowing the Australian history. There are apparently six GV2000 cars competing at present so by banning these, entries could go down by six.

An indicative vote was taken on whether X90s should have their own class (possibly called Class 5X?). The meeting was unanimous. It was therefore agreed that Clubs should debate this subject and then vote on it at the September ACTC meeting.

**Action: All Clubs.**

**17.2 Should all Sports Cars be classified into Class 5?**

(See attachment 14). This would include all sports cars which have the engine mounted in front of the rear axle. Once again an indicative vote was taken on this subject which produced 11 votes out of 14 votes for the change. Once again it was agreed that Clubs should debate this subject and then vote on it at the September ACTC meeting.

**Action: All Clubs.**

**18. Proposal for Motorcycle Rule Changes. See Attachment 15**

**18.2 Solo Motorcycle Classification.**

Chris Barham told the meeting that there has been a lot of confusion caused by using the wheelbase of a solo motorcycle for the purpose of classification and rather than try and tinker further with this principal of classification Chris proposes using the seat height and proposed as a starting place that a

seat height of 700mm be used, as used by the Governments MSVA (Motorcycle Single Vehicle Approval) as the distinguishing seat height between a Trials bike and a trail bike.

**Please see Attachment 16 for more discussion on this subject.**

**18.2 The relaxation of the compulsory nose cone on sidecar outfits. Class D.**

Although currently a requirement in the ACU regulations, these specifications for a sidecar are based on light weight one day outfits. This type of outfit is not used on the ACTC type event, 99% of outfits are based on Enduro chassis and have nose cones added to meet the regulations. This can cause problems to riders with chair mounted radiators for water cooled engines. The nosecone is purely fitted for a traditional look to the outfit and provides no safety element to an outfit. Its main purpose seems to be a locker for some spares or sandwiches! Clubs who allow enduro outfits (without Nose Cones) get nearly double the numbers of chairs entering.

Chris stated that once we can agree on a set of regulations for ACTC events I would like to approach the trials committee in the ACU, to get them to understand and acknowledge our type of events and see if we can get Classic Trials added to the ACU handbook. To have a set of guidelines we all could follow would greatly reduce the risk of insurance problems if, heaven forbid, there was a major incident with a vehicle not meeting regs but allowed to compete. Any loophole an insurance company could find WILL be found and used against us.

**Would Clubs who organise motorcycle events please consider the above two items and discuss with their motorcycle members, then submit their views to Chris Barham (Motorcycle Coordinator) [muddyhell65@gmail.com](mailto:muddyhell65@gmail.com) so that a proposal can be prepared and sent out with the agenda for the September ACTC meeting?**

**Action: All Clubs who organise motorcycle trials.**

**The next ACTC Meeting will be Held on Sunday 1<sup>st</sup> September 2019 at The Major's Retreat, Tormarton, starting at 14.00hrs.**

**All Items and documentation for the agenda of this meeting must be received by the Hon. Sec. by Sunday 21<sup>st</sup> July LATEST.**







# ACTC COUNCIL MEETING – 14<sup>th</sup> APRIL 2019

## RIGHTS OF WAY REPORT

### 1 LARA

#### Meetings

Since the last ACTC Council Meeting on 2<sup>nd</sup> September 2018, LARA has held two Steering Committee meetings, on 25<sup>th</sup> September 2018 and 16<sup>th</sup> January 2019. I attended both meetings as Chairman; Simon Woodall attended the 25<sup>th</sup> September 2018 meeting as the ACTC delegate.

The next LARA Steering Committee meeting, which is also the AGM, is on 22<sup>nd</sup> May 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).

#### Publications and communications

Since the last ACTC Council Meeting, two LARA Chairman's E-Newsletters have been published (No.10 – November 2018 and No.11 – April 2019). Both are attached to this report.

#### Activities

These are, essentially, as reported in the two E-Newsletters although I would like to draw your attention to the new LARA papers and reports, see <https://laragborg.wordpress.com/lara-papers/>

### 2 ASSISTANCE TO CLUBS

I have provided no direct assistance to any clubs since last reported, but LARA has been in significant dialogue with both the MCC and VSCC about Derbyshire County Council's revised policies for granting s.33 Authorisation for the use of footpaths and bridleways – see the two LARA E-Newsletters.

LARA is currently awaiting instructions from the ACU and/or MSUK before getting directly involved in any negotiations with Derbyshire County Council, and I understand that this is on the Agenda for the next MSUK Trials Committee meeting on 16<sup>th</sup> April.

It is essential, and understood by all involved, that we adopt a softly-softly approach in the first instance as no one has any desire to alert the majority of local authorities who are currently adopting much less onerous procedures for granting s.33 Authorisation. I thank the ACTC member clubs who responded to my October 2018 request for information on procedures in their area.

LARA currently intends to produce a 'best practice' guidance document on this subject sometime in April/May. This will not be made public but will be available to any LARA member organisation on request. I will alert ACTC member clubs when this document has been published.

### 3 TRIALS SECTIONS DATABASE

I have updated the database with information on most 2018 events and some early 2019 events.



[www.laragb.org](http://www.laragb.org)  
[admin@laragb.org](mailto:admin@laragb.org)

Life Vice-President, Don Green

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## CHAIRMAN'S E-NEWSLETTER – No.10 – November 2018

**PLEASE CIRCULATE WITHIN YOUR ORGANISATION**

### LARA'S CURRENT ACTIVITIES

#### SWG/MSWG/RoWRC

We heard, back in August, that Natural England intended putting all meetings of the MSWG (Motoring Stakeholder Working Group) on indefinite hold. We have since been notified that the November meetings of both the SWG (the post-Dereg Stakeholder Working Group) and the RoWRC (Rights of Way Review Committee) have been cancelled, with work pressures due to Brexit cited as the reason. This means that all LARA's work with central government has effectively come to a sudden halt, although we have no idea whether the House of Lords Review of NERCA might suddenly re-activate.

#### S.33 Authorisation procedures

At the September Steering Committee Meeting we reported that other Highway Authorities were starting to implement 'Powys-inspired' procedures in advance of Powys finalising their updated protocol. We already know that Derbyshire and Dorset have introduced tougher conditions for granting s.33 Authorisations and we fear that other Authorities may follow over time. This is of great concern to motorsport and LARA has offered direct assistance to those motor clubs faced with what we sincerely hope will not become the 'new normal' when running events away from the tarmaced highway.

#### BHS Project 2026

It's likely that not many of you will be aware of this BHS initiative, well-intentioned but with the potential for unintended consequences for motorised users of the countryside. The key objective is to make claims for unrecorded bridleways before the 'cut-off date' in 2026. The downside for us, the motorised users, is that the BHS also intends to make claims for UURs to be added to the Definitive Map as BOATs. We believe that this is not in the long-term interests of LARA and its members, which would be better served by confirming the rights of motorised vehicles to use UURs where that right is not contested. We'll keep you posted as this topic progresses.

#### Other activities

By the time you read this, we will have submitted written evidence to the Public Bill Committee for the forthcoming Agriculture Bill and drafted our response to the National Parks Review.

Contact LARA: [admin@laragb.org](mailto:admin@laragb.org)

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## **LARA'S FUTURE ACTIVITIES**

Alan Kind is currently in the early stages of drafting two short reports for LARA. The first is a concise resume of all the relevant legislation since the CROW Act 2000 as it currently stands (for example, the legislation activating the 2026 'cut-off date' has not yet been commenced). The second is a LARA 'best practice' guidance document for s.33 Authorisations.

The updating of the LARA Traffic Management report, referred to at the September Steering Committee Meeting, is on temporary hold whilst we tackle more pressing issues with our limited resources.

## **LARA'S CURRENT FINANCIAL POSITION**

We are extremely fortunate that our reduced income from major donations has coincided with reduced time spent on activities over which we have no control (principally SWG and MSWG). Our other activities, as described above, continue at the pace which our limited resources allow.

We are grateful for the continuing number of donations to the Fighting Fund, which will be listed in a future eNewsletter.

## **LARA'S POLICY ON LOCAL ISSUES**

I am occasionally asked why LARA no longer gets directly involved with fighting local issues, such as contested Byway claims and TROs. The short and simple answer is that we no longer have the resources. But, on a more positive note, we do believe that local issues are best dealt with by local people which, in the case of Byway claims and TROs, generally means the local representatives of our member organisations GLASS and the TRF. This is one reason why LARA is not directly involved with fighting the current proposals for closing byways around Stonehenge. LARA does, however, provide background technical assistance when requested by a member.

The rare cases where LARA does get directly involved with a local issue are where we consider that the matter has national significance. Our dealings with Powys, on their proposed revision to the s.33 Authorisation process, is the best current example.

## **STEERING COMMITTEE MEETINGS**

Wednesday, 16 January 2019 – AMCA, Cannock.

Wednesday, 22 May 2019 (AGM) – MotosportUK, Colnbrook.

Wednesday, 25 September 2019 – Provisional date, venue to be confirmed.

Andrew Brown  
Honorary Chairman LARA  
[chairman@laragb.org](mailto:chairman@laragb.org)

Contact LARA: [admin@laragb.org](mailto:admin@laragb.org)



www.laragb.org  
admin@laragb.org

Life Vice-President, Don Green

## CHAIRMAN'S E-NEWSLETTER – No.11 – April 2019

**PLEASE CIRCULATE WITHIN YOUR ORGANISATION**

### A BRIEF REVIEW OF THE LARA YEAR

I'm pleased to report that we start the new LARA Year in a somewhat more upbeat mood than previously. It's said that *"every cloud has a silver lining"* and LARA's finances have certainly benefited from the cloud that is Brexit. Nine months ago, we were anticipating a significant drop in donations to the Fighting Fund and wondering whether this would allow us to maintain an appropriate level of engagement with the SWG and MSWG. Then, as Government officials were diverted to Brexit-related tasks, both Working Groups and the Rights-of-Way Review Committee were put on hold, resulting in a significant reduction in our time commitments and monthly expenditure. This, coupled with the increased subscription income from the VMCC's return to Full Membership, has enabled us to end the year with a small, but manageable, deficit.

But we have not been idle. The lack of external pressure (from SWG, MSWG, and RoWRC) has enabled Alan Kind to spend more time on our papers and reports, resulting in no fewer than nine new documents published since last autumn. See <https://laragborg.wordpress.com/lara-papers/>

All member organisations who have indicated an intention to renew their membership should already have received an invoice and, as always, prompt payment would be most appreciated.

### DONATIONS DURING 2018-19

We would like to thank the following organisations and individuals for donations to the Fighting Fund in 2018-19:

ACU Yorkshire Centre	£ 500
ANCC	£ 250
FBHVC	£ 250
Justin Harvey-James	£ 300
Manchester 17 Motorcycle Club	£ 100
PDVUG	£ 100
Red Rose Land Rover Club	£ 220
VMCC Cotswold Section	£ 227
VMCC Durham Section	£ 288
Miscellaneous small donations via PayPal	£ 50
Total:	£ 2285

Contact LARA: admin@laragb.org

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## **LARA'S CURRENT ACTIVITIES**

### **S.33 Authorisation procedures**

As previously reported, the focus of our concern on this issue has moved from Powys to Derbyshire, where at least two major trials have been adversely affected by draconian new requirements and several smaller events have made changes from their preferred route to eliminate the need for s.33 authorisation. We will be reporting in more detail on this topic at the LARA AGM in May.

### **The LARA 'MSWG Shadow'**

We have now published three out of the four LARA reports intended to 'shadow' the four principal topic areas of the MSWG. But, to a certain extent, we have 'cherry picked' the three easy ones. The fourth, a major update of the current LARA Traffic Management report, will be a lot more time-consuming and we do not currently anticipate publication until sometime in the late summer.

## **LARA NEEDS A NEW TREASURER**

Suzanne Potts wishes to stand-down from her position as LARA Treasurer, with effect from the AGM on 22nd May, and we are therefore looking for a replacement. I would like to personally thank Suzanne for all the time she has given to LARA over many years. Suzanne was incredibly supportive of the changes I made when I took over as Chairman and, together, we have now got the LARA financial management running as smoothly as I believe is possible. A job description is available (please email me at the address below) for anyone who is interested in taking-on this essential role.

## **STEERING COMMITTEE MEETINGS**

Wednesday, 22 May 2019 (AGM) – MotosportUK, Colnbrook.

Wednesday, 25 September 2019 – Provisional date, venue to be confirmed.

Andrew Brown  
Honorary Chairman LARA  
[chairman@laragb.org](mailto:chairman@laragb.org)

**ACTC Classic Trials Road Section Insurance Cover.**

The insurance broker that we are currently using has increased their rates for our Road Section insurance to £15.12 per vehicle with all competitors having to pay whether they have their own cover or not.

A special rate has now been agreed for our Road Section insurance cover with REIS motorsport insurance. This is £15 per vehicle for events up to 75 road miles and £18 per vehicle for events from 75 to 200 road miles. This is for cover for competitors who do not have an extension to their own car policies, it is not a condition that all competitors use the cover.

To get this discounted rate clubs must put on the application form that they are an ACTC member club.

If a competitor insures their car with REIS motorsport insurance they will do an extension to the policy to cover Road Section insurance for £67.20 for 12 months for any number of trials. They also do motorsport breakdown cover.

Contact Teresa on 0115 965 1040 or e-mail [Teresa.Knight@reis.co.uk](mailto:Teresa.Knight@reis.co.uk)

Another company that will do a Road Cover extension if a competitor's car is insured by them is David Auden Insurance, their rate is £44.80 for 12 months cover. Contact, 0161 440 7590 or e-mail [info@rallycar-insurance.co.uk](mailto:info@rallycar-insurance.co.uk)

John Bell

Championship Secretary.

## Road sections - Event cover

Teresa Knight <Teresa.Knight@reis.co.uk>

Thu 11/04/2019 15:02

To: johnbell890@hotmail.com <johnbell890@hotmail.com>

📎 2 attachments (240 KB)

Quote Prices and Terms 2019 v3.pdf; Road Section Application Form (blank).docx;

Hello John,

Information as requested along with a copy of the application form. The rates noted above in the prices and terms are our normal rates.

As discussed we have agreed a rate of £15 per vehicle for events up to 75 miles, and £18 up to 200 miles for the clubs noted on the classic trial club list provided.

Please quote reference ACTC on your application form against the club name – for the discounts to apply

These premiums can be used for cover for competitors who do not have this extension to their own policies, it is NOT a condition that ALL competitors use the cover

If you have any queries please do not hesitate to contact me

*Kind Regards*

*Teresa*

### **Teresa Knight**

Specialist Schemes Executive



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Unit 4 Wheatcroft Business Park

Landmere Lane

Edwalton, Nottingham, NG12 4DG



## Event Road Section Insurance

### Competitors Vehicles

UP TO UK NATIONAL A STATUS EVENTS (events run under Motorsport UK authorisation)

Premium cost is per car which includes Insurance Premium Tax @12%

Reis administration fees are only chargeable to events that declare 5 or less competitors, these fees are non-refundable

Event Type	Up to 75 Road Miles	75 to 200 Road Miles	200+ Road Miles	Reis Admin Fees (is only chargeable to events with 5 or less competitors)
12 Car Rally / Scatter / Trial / BAMA Events / Treasure Hunt	£17	£20	To quote	£20 per policy set-up £10 for each additional event Non Refundable
Navigational / Regularity / Endurance / Comp Safari	£20	£25	To quote	£30 per policy set-up £15 for each additional event Non Refundable
Rallying: Stage / Road / Targa / Historic / Cross Country 4x4 / Hill	£20	£25	To quote	£30 per policy set-up £15 for each additional event Non Refundable

All events run under authorisation by a body other than the Motorsport UK will be individually priced.

### Official/Support Vehicles

Third Party cover can be provided for the duration of the event, plus one day either side of the event dates. It only operates whilst on the event it does not provide cover for travelling to and from. The cost per vehicle/per event is the same price as competitor cover outlined above.

Event organisers can apply for Comprehensive Insurance Cover for each official support vehicles, either privately owned, hired or leased, being driven on public roads, private land and/or special stages throughout the duration of the event. The cost will be 0.1% of the vehicle value per day with a minimum premium of £50. Any vehicle valued in excess of £40,000 must be declared to us prior to the event and may incur an additional charge. The premium includes Insurance Premium Tax @12%

The policy excess on each and every claim will be £500  
 Consequential losses (hire or loan vehicles) are not covered  
 Windscreen cover is not provided  
 Cover for additional days are available and can be quoted upon request

#### **Important notice for competitors/official and support vehicles;**

Comprehensive Cover is not available for the Zero Course Car's, if you need accidental damage cover, please ask us to provide an On Track Insurance quotation.

Events that fall outside of the limits indicated can be catered for by individual bespoke quotation and International status events will be quoted on an individual basis.

**Reis Motorsport Insurance** Unit 4 Wheatcroft Business Park, Landmere Lane, Edwalton, Nottingham NG12 4DG  
**T:** 0115 965 1020 **F:** 0115 965 1021 **E:** [contact@reis.co.uk](mailto:contact@reis.co.uk) **W:** [www.reis.co.uk](http://www.reis.co.uk)

Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Authorised and regulated by the Financial Conduct Authority No. 306164.  
 Registered in England and Wales No. 02982445. Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.  
 Insurance Factory is part of the Markerstudy Group of Companies.







### **Insurance Provider**

Road Section Insurance is provided by Markerstudy Insurance Services Limited.

### **Acceptance Limits – Competitor Cover**

Automatic acceptance will be given to all competitors meeting the following criteria:

**Age 19 years or over**

**Has held a full licence for a minimum of 6 months**

**Has no more than 6 points on their licence**

**Has had no more than 1 fault claim in the last 3 years**

**The vehicle must hold a valid MOT Cert and Road Tax, unless exempt from doing so.**

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

Anyone falling outside these limits can be referred directly to Reis Motorsport Insurance by calling 0115 965 1040 at least one working day prior to the event commencing – only in extreme conditions will we refuse insurance or a load premium.

### **Acceptance Limits – Official Vehicle Cover**

Automatic acceptance will be given to all drivers meeting the following criteria:

**All drivers over must be over 25**

**Has held Licence for Minimum of 6 months**

**Has less than 6 points on their licence**

**Has had no more than 1 fault claim in the last 3 years**

**The vehicle must hold a valid MOT Cert and Road Tax, unless exempt from doing so.**

Anyone falling outside these limits can be referred directly to Reis Motorsport Insurance by calling 0115 965 1040 at least one working day prior to cover commencing.





### **Policy Administration – Competitor Cover**

To apply for the insurance, the organising club representative must complete and return the Road Section Application Form to [talk2us@reis.co.uk](mailto:talk2us@reis.co.uk) at least 1 working day prior to the event commencement date. The policyholder must be the organising club(s) and not a private individual.

On receipt of the application form, we will confirm the premium payable per competitor. If you choose to go ahead with the policy, a set-up fee will be charged, this fee is non-refundable. We will issue certificates and paperwork to be completed by the event organisers including a spread sheet to record the competitors requiring cover.

(Please note that only the person driving the vehicle needs to sign on and be listed on the spread sheet. On longer events where both people in the vehicle will be the main driver at any point (shared driving), both sets of details must be provided on the spread sheet, but only one premium will be charged.)

The organising club and/or representative will need to return the completed Competitor record sheet as soon as they can following signing-on for the event.

### **Policy Administration – Official Vehicles**

To apply for insurance and seek an indication to the cost of the premium, the official club representative can present a list containing the driver name, vehicle make/model, registration number and value, indicating the level of cover required? It is advised that this be done at least 1 working day prior to the event commencement date.

In addition, to this they must submit the fully completed Official/Support Vehicles record sheet as soon as they can following the signing-on administrative process for the event.

### **Payment**

Payment will be requested following the event and should arrive at Reis within 14 days. Payment can be made over the phone by credit or debit card or by Bank Transfer to our Bank – Nat West Bank, Sort Code:60-24-31 Account no:12815888 Quoting the Club & Event Name

### **Claims**

Any claims for Competitor or Official vehicles must be notified to Reis Motorsport Insurance on 0115 965 1040 in the first instance. The claimant must provide their contact details and a description of the incident which will then be passed to the Markerstudy Insurance claims team who will then contact the claimant directly.





### **Wording for use in event regulations**

#### **STARTS**

Vehicles must have Insurance in place which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover as an adjunct to an existing motor policy.

If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes purchase additional cover via the organisers then they can do so prior to the event providing they comply with the following.

**Age 19 years or over**

**Has held a full licence for a minimum of 6 months**

**Has no more than 6 points on their licence**

**Has had no more than 1 fault claim in the last 3 years**

**The vehicle must hold a valid MOT Cert and Road Tax, unless exempt from doing so.**

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from Reis Motorsport Insurance has been obtained by the event organisers, prior to the event.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event, and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Organiser's RTA scheme is provided by Reis Motorsport Insurance and underwritten Markerstudy Insurance Services Limited.

Reis Motorsport Insurance is a trading name of the Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No 306164). Registered in England and Wales number 02982445 at 45 Westerham Road, Bessels Green, Sevenoaks, Kent, TN13 2QB.

Markerstudy Insurance Services Limited registered in England and Wales (No 2135730) is authorised and regulated by the Financial Conduct Authority (No 475572)





## Road Section Application Form

Please complete this form fully to enable us to provide you with a quote.

Organising Club(s)		
Official Club Address		
Post Code		
Event Name		
Type of Event		
Start date & time of first car from MC1	Date:	Time:
Finish date & time of closure for final control	Date:	Time:
Total road mileage		
Contact Name		
Contact Address		
Telephone		
Email		

### Marketing Sources

Where did you hear about REIS?	
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It is important that you ensure that all statements you make on the proposal form / statement of fact; claim form and other documents are complete and accurate to the best of your knowledge and belief. Failure to disclose any material information or change of circumstances to your insurers could invalidate your insurance cover and could mean that part or all of a claim may not be paid. If you are in any doubt as to the relevance of any information you should disclose it.

Please tick one of the following boxes:

<input type="checkbox"/>	I agree that this information is only to be used for the purposes of sending me a quotation only.
<input type="checkbox"/>	I agree that this information is to be used for the purposes of providing a quotation and to send me information on other REIS products only.

**SAVE THIS FILE & EMAIL:** [contact@reis.co.uk](mailto:contact@reis.co.uk)

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Proposal put forward by Carl Talbot, Chairman of ACTC.

Proposed addition to ACTC Class structure

Suggested additions to Class structure (*with proposal reasoning in italics*) :

Class 2s. - Standard Production front engine cars,  
make and model manufactured prior to 1960.

Class 3s. – Standard Production front engine cars.

Class 4s. - Standard Production rear engine cars.

[see also Attachment 7.]

*From the past couple of years ACTC meetings and from competitor feedback there seems a strong consensus not to alter the current Class structure as this would tend to inevitably alienate or marginalise some current competitors. But there has also been some convincing arguments that the current Class structure is not necessarily fit for purpose as it does not encourage new entries with less modified or modern cars, nor encourage the stalwart competitors from past years to dust off their older vehicles and re-enter their local events.*

*To that end, and based on recent suggestions, a possible solution would be to introduce three new Classes to run along side the current ones.*

*As it seems that the current Class2 has almost died out in recent years, adding 2s. could be a useful addition in that it only effectively 'updates' the 'historic' date. (see also Torbay proposal and discussions from 2017 ACTC agenda and minutes)*

*A suggestion that Classes 2s and 3s could run with a 'blue disc' identification would give these cars preferential 'easements' on Sections, but give Clerks of the Course options of varying tyre pressures within the blue disc category. Similarly then 4s could have their different tyre pressures within the white disc category.*

Proposal put forward by Carl Talbot, Chairman of ACTC.

Suggested addition of Standard Production Car Category in Motorsport-UK Blue Book

Standard Production Car Category would be added to the Classic Trials T.10. section of Motorsport-UK Blue Book to define regulations for the proposed additional ACTC Classes - 2s, 3s and 4s

Regulations for Standard Production Car Category to be finalised by ACTC Technical Committee and submitted for ratification at September 2019 ACTC meeting.

Suggested objective for Standard Production Car regulations:

Vehicle as supplied from dealer show room.

Specifically to establish:

Engine type as supplied for that make and model.

Gearbox, transaxle and axle casings as supplied for that make and model. (T10.12)

With the exception of these suggested trials related minor modifications:

Engine tuning free.

Gearbox, transaxle and axle internals free.

Steering, springs, and shock absorbers free. (T10.8)

Raising of suspension only with addition to spring hangers or spring packers.

Engine cover, boot lid and wings material may be changed. (T10.3.4)

Under body protective guards permitted. (T10.14.2)

Re-positioning of fuel tank and battery permitted. (T10.4.1)

Removal of floor covering carpet and soundproofing material permitted.

Ballasting permitted. (T10.4 & T10.4.2)

Spare wheels permitted (T10.10 - )

**“If it isn’t listed above it isn’t permitted”**



Proposed reduction of ACTC National Championships to a single Championship

Carl Talbot

Suggested single National Championship based on Class results.

Suggested scoring as per current Crackington championship.

Suggested annual top five Championship league awards.

Suggested annual Class winners awards.

This proposal is born out of numerous strongly voiced discussions over the past year, and specifically at recent meetings.

The suggestion is that one class based championship would remove much of the potential for the negativity of recent years, whether this be political, inter-class or general social negativity within the Classic Trials Community .

Each Trial would still retain it's own overall scoring awards, but those would remain within the organising Club.

Suggested name for a single national championship.  
(chairman's choice – retain Wheelspin as title)

### D4.5.4 Championship Trial period

In the September ACTC Council meeting under item 12, we discussed the proposed changes to D4.5.4 and the fact that Regional Association championships could be run under Clubman status events and the need for a Competition Licence was going to be removed, for an experimental period. We were hoping to have this relaxation extended to cover Recognised Groups like the ACTC.

Further discussions with Motorsport UK have revealed that there are no plans to extend the coverage of D4.5.4 and the current experiment will be reviewed at the end of 2020. If Championship numbers have not increased the rule will revert back to its original form. They highlighted a way in which we can benefit from this experiment, which has already been done by other Recognised Groups for 2019. The method used is to link our Championship to a Regional Association.

#### **Linking the ACTC Trials Championship to a Regional Association.**

We have had some preliminary discussions with the ASWMC and it appears to be possible. Using the Cotswold Motor Sport Groups approach for 2019 as an example, the championship could become:

#### **The ACTC Classic Trials Championship On behalf of the Association South Western Motor Clubs**

##### **Advantages**

All our events could be Clubmans status, no need for dual permits, lower fees to Motorsport UK Competitors and Championship contenders would no longer need a Competition Licence.

##### **Disadvantages**

It would no longer be possible to invite the whole of the ACTC or ASWMC to events, just 15 clubs, although the way around for Championship contenders is they get invited as a pseudo club. This does give an additional benefit to becoming a Championship contender.

All clubs running Championship Rounds would need to become members of the ASWMC. (Where necessary the reduced permit fees would probably cover cost)

##### **Discussions so far have suggested.**

The existing ASWMC Classic Trials Championship would continue and run in parallel as it does today.

The "new" form of ACTC Championship would remain administered and financed by the ACTC. Competitors should be encouraged to enter both Championships.

It would be for the 2020 season and then reviewed, taking into account the results of the D4.5.4 experiment by Motorsport UK.

##### **Timeline**

For discussion at the ACTC Council in April 2019.

The ASWMC have agreed to support this discussion.

If a general agreement to proceed is reached. Subject to the prior agreement of the ASWMC

A formal proposal and vote will be presented to the ACTC Council meeting in September 2019, for implementation in 2020.

Pete Hart ACTC Vice Chairman

Further to the S&DMC meeting at Fromebridge Mill :

### **Proposal from Stroud & District Motor Club**

That Suzuki X-90 and GV2000 be re-classified into Class 3.

That all sports cars be classified into Class 5.

A suggested method of creating this outcome is by modifying the current ACTC Regulation A1.2 - Vehicle Classes - as set out below (**additions in red**):

Class 3 . Front engine, rear wheel drive production ~~saloons~~ cars  
(except those vehicles in Class 5 and 6) **including rwd Suzuki X-90 and  
GV2000**

Class 5(a). ~~Front engine~~ Production sports cars (except vehicles in Class 1 and 6).

Agenda additions from Motorcycle Coordinator Chris Barham.

1; The abolishment of the present wheel base regulations.

Since the amendments made to the wheelbase limits in 2014 there has been large amounts of confusion on what is in class and what's not. Some clubs use the ACU guideline of 1350 mm and others the 1320mm limit as stated in the ACTC rules.

My proposal is drop the wheelbase regs completely, so many bikes used in Classic Trials have various wheelbases from old XL 185's running 1310mm, modern 4 Rides at 1330 mm Beta Alps 1350mm even the TRS X Track which is the most "Trials bike" based trail bike you'd see is 1325mm. So the limits do not really restrict bikes.

I suggest a proposal of a seat height minimum limit of 700mm. This figure is used by the Governments MSVA (Motorcycle Single Vehicle Approval) as the distinguishing seat height between a Trials bike and a trail bike.

I think this regulation would be far easier for scrutineers to enforce.

2, The relaxation of the compulsory nose cone on sidecar outfits. Class D.

Allowing enduro/motocross based outfits without a nose cone to run in class and not class X. If you study the ACU specifications for a sidecar they are based on light weight one day outfits. This type of outfit is not used on the ACTC type event, 99% of outfits are based on Enduro chassis and have nose cones added to meet regs, this can cause problems to riders with chair mounted radiators for water cooled engines. The nosecone is purely fitted for a traditional look to the outfit. It provides no safety element to an outfit. It's main purpose seems to be a locker for some spares or sandwiches! Clubs who allow enduro outfits get nearly double the numbers of chairs entering.

1. Getting the ACU on side.

Once we can agree on a set of regulations for ACTC events I would like to approach the trials committee in the ACU, to get them to understand and acknowledge our type of events and see if we can get Classic Trials added to the ACU handbook. To have a set of guidelines we all could follow would greatly reduce the risk of insurance problems if, heaven forbid, there was a major incident with a vehicle not meeting regs but allowed to compete. Any loophole an insurance company could find WILL be found and used against us.

## Attachment 16.

**Kathy Martin** although not able to attend the meeting said by letter that if the wheelbase method of classification was to be dropped she didn't think the proposed seat height was a good replacement. She mentioned that many shorter riders of 113kg trail bikes have cut the seat height down to enable them to ride them. Equally it would be quite easy for a small lightweight 67kg trial bike to have a taller seat fitted to get around this rule.

Kathy proposed the following:

Current classes are as follows:

A Solo bike of British Manufacture before Jan '70

B1 Solo up to 225cc

B2 Solo 226cc-450cc

C Over 450cc

D Outfits etc.

X Solos with non ACU tyres, etc.

Kathy propose to have the addition of Class B3 which would be for any Solo bike dry weight 100KG and under, registered after 2010,

This would keep all older bikes happy and within their existing classes. Nothing changes, EXCEPT the new class, B3, would be a welcome class for ALL modern lightweight trail bikes who are significantly at an advantage of being slender, lighter and nimbler.

It seems that the elder generation in particular are purchasing and returning to our sport on these lighter B3 bikes, such as the Honda 4 Ride, Sherco X Ride to name a couple. And we MUST welcome them. These trail bikes have been built around the principle of a trial bike, and the Honda in particular as it so easy to manoeuvre, that the ACU have banned it from their British Championship, it can take part, but it cannot score ACU points, due to its nature of being so easy to ride.

By adding a class, it will not "cost" Clubs more money by providing another trophy. The Clubs will make significantly more money, as they will firstly not lose their existing member's entries who ride bikes that are perhaps really old and cumbersome, as many riders are not keen on having these B3 modern and ultra-lightweight bikes in their class. It will also open the door for fresh entries as there is another class opportunity to compete in. We want to welcome new bikes, let's move with the times, limit rules and limit opportunity for fabrication of rules by riders.

This way is fair for every rider on every bike. Some people say they can only afford to have their £2000 old bike, that they could never have one of the modern £6000 lightweight bikes that the Mrs would never allow that. So let's keep them happy, keep them competitive and spread the good word and keep the entries coming in for all. Entry forms need only have the addition of B3 and Dry Weight box to be filled in. And good old Google will tell us what every bikes dry weight is. I know, because I have looked, so no excuses there. This way the classes are FACTUAL. Nothing can be altered. Seat heights can be altered by the rider to fabricate what class the rider wants to enter in for their own benefit, and this is not acceptable. All classes will have their own class results, then all amalgamated together for overalls as is current place.

**To Kathy's proposal Chris replied as follows:**

I've read through Kathy's proposal fully and yes I can agree with what she has said, similarly the same said by David H. Riders who wish to compete on a small lightweight trials bike can build purpose seats to get over the proposed 700mm seat rule. But honestly I cannot see anyone going to such lengths just for a ride!

Her proposal of dry weight is a good idea but we are totally relying on the entrant correctly filling in an entry form correctly and declaring what model Bike they are riding.

The only models of bikes which cause any major "grumbles" in the masses are the Honda Montesa 4Ride as this uses the trials chassis of the 4rt with a different gearbox internals and tank/seat unit. They do win some events but the riders of these bikes could honestly win on a Honda C50. Other riders who use them are as Kathy says somewhat older and require a lighter bike for ease of riding.

To add a B3 class for these machines will cause problems in my mind as would Clerks of Courses have to give B3 harder sections/ restarts? I for one who rides a Sherco XRide would stop riding it if the sections became too hard! I wouldn't go out and buy a heavier machine to carry on competing. I get beat by enough bikes as it is and ride a Sherco purely as I enjoy a light bike I can pick up when I fall off!

To summarise a good argument put forward but I feel it would put extra work on Secs of Meetings, scrutineers to check (How?) and risk an extremely competitive class being formed which could/would penalise some riders of these lighter bikes.