

**The Annual General Meeting of the ACTC will be held on
Sunday 1st September 2019 starting at 14,00hrs.**

At the Majors Retreat Tormarton (near. M4 junc. 18) (NB: delegates will be able to purchase lunch from approximately 12.30 pm, and tea will be provided at the meeting.)

AGENDA

1. Apologies for absence.
2. Approval of the Minutes of the Meeting held on 14th April 2019.
3. Matters arising from the minutes above (and not covered below)
There are no matters arising and not covered below.
4. Chairman's Introduction. Dave Haizelden
5. Financial Report. Paul Brooks
 - 5.1 Budget for 2019
 - 5.2 Budget for 2020
6. Restart Report. Pat Toulmin
7. Website Report James Shallcross
8. Championship Monitor's Report Norton Selwood
9. Motorsport UK Trials Committee Report Carl Talbot/ Simon Woodall
10. Technical Report. Pete Hart
11. Motorcycle Coordinator's Report Chris Barham
See Attachment 1
12. Rights of Way Officers Report Andrew Knightly-Brown
13. Championship Report. John Bell
 - 13.1 Championship Tables
 - 13.2 Championship Calendar for remaining of 2019 season.
 - 13.3 Championship calendar for 2020 season.
14. Vote on Proposal from Stroud & District MC on Class Changes Chairman
 - 14.1 Creating of new class for X90's Chairman
 - 14.2 Change of definition so that cars with engines in front of the rear axle are classed as front engined cars, (this will move mid engined sports cars into class 5). Chairman
15. Vote on linking ACTC Championship to ASWMC to create a clubman's championship for the 2020 season. Pete Hart
Attachment 2
16. Introduction of Class Representatives. Chairman
17. Request from Dellow register for a discussion on the reclassification of standard and modified Dellows. Dellow Register
18. Discussion on relaxation of the wheel size regulations. Torbay Motor Club
19. Date, time & venue of the next meeting.

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

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Attachments

Some items for the Agenda for the Sept AGM.

1; Amendments to Class A. At present regulations stands as “motorcycles with frame and engine pre 1970”. Many clubs still run this class as pre 65 although the current regs do state 1970.

Could this class be re categorised as “motorcycles with a British derived frame and engine.” This would allow competitors to compete on such machines as Royal Enfields built in India. Though the statement of British Derived Engine would eliminate those with the more modern designed engine i.e. the CCM's with foreign engines.

2; The introduction of a Class B3. After good feedback on the proposal of eliminating the wheel base rule some riders have expressed their opinions that they are still competing against highly competitive machines in class. The introduction of a Class B3 would be for machines which are based on modern lightweight trials bikes, i.e. Montesa 4rides. TRS X Track, Gas Gas Randonne, Ossa Explorer, Scorpa Long Ride and the TRL Hondas. All these bikes use the short wheelbase **trials frame** with modified seating and tanks. This class would run the same sections as B1/B2, same restarts etc. but would give the competitors who ride enduro bikes or older, heavier trail bikes a chance of scoring better placings in the final results.

3; Class C tyres. It has been pointed out that the tyre list for Class C, using 17” rear wheels, is way out of date. It has been suggested, by Middle England club member Jon Lawson, that bikes running 17” rear wheels should have the choice of any road legal tyre commercially available as long as not an extreme aggressive enduro tyre. Possibly with a maximum spacing between blocks. I am currently trying to come up with a list of 17” tyres which are on the market and suitable.

Chris Barham

ACTC Motorcycle Coordinator.

ACTC Trials Championship

Proposal to link the ACTC Championship to the ASWMC

Using the Cotswold Motor Sport Groups approach for 2019 as an example, the championship would become:

The ACTC Classic Trials Championship

On behalf of the Association of South Western Motor Clubs

Advantages

All events will be Clubman status, no need for dual permits, lower fees.

Competition Licences will no longer be mandatory for competitors or championship contenders. Competitors should still consider the benefits of holding a competition licence (personal accident insurance for example.)

Disadvantages

It will no longer be possible to invite the whole of the ACTC or ASWMC to events, just 15 clubs, although championship contenders will be invited as one of the 15. This does give an additional benefit to becoming a championship contender.

Administration

All clubs running championship rounds are or have agreed to be members of the ASWMC.

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

The “new” form ACTC championship will remain administered and financed by the ACTC.

The ASWMC Classic Trials championship will remain administered and financed by the ASWMC.

Details of the “ACTC” Championship will be included in the ASWMC Championship year book.

ACTC Championship Tables will be published on both ACTC and ASWMC websites.

Competitors should be encouraged to enter both the ACTC and ASWMC Classic Trials Championships.

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

A formal vote to proceed or not will be taken at the ACTC council in September.

Pete Hart ACTC Vice Chairman