

**Minutes of the ACTC Council Annual General Meeting
Held on Sunday 1st September 2019
At the Major's Retreat Inn, Tormarton**

Officers and Members present:

Dave Haizelden – Chairman	Simon Woodall – President
Bill Bennett – Hon Secretary, Stroud & district MC	Pete Hart – Vice Chairman, Bristol MC
Barbara Selkirk – Retiring Treasurer	Neil Forrest – Ross & District MC
Andrew Brown – Rights of Way Officer	Jonathan Toulmin – MAC
Paul Brooks – Treasurer, Windwhistle MC	Chris Barham – M/C Coordinator, NDMC
Dick Hutchins – Minehead MC	Pat Toulmin – Restart Editor
James Shallcross – Website Manager / Camel Vale MC	
Norton Selwood – Championship Monitor / Windwhistle MC	
Ian Facey – Holsworthy MC	Julian Lack – MCC
Michael Leete – The Dellow Register	Pete Cooper – Launceston & N C MC
Adrian Tucker-Peake – MGCC	Stewart Green – Woolbridge MC
Melanie Oliver – Woolbridge MC	Keith Sanders – Torbay MC

22 persons present with 14 member clubs represented.

1. Apologies for Absence:

Alan Foster – Vice President	Mike Haywood – Falcon MC
John Bell – Competition Secretary	Mal Allen – Bristol Pegasus MC
Derek Reynolds – Fell Side MC	John Barthram – NDMC
Ben Giles – Stroud & District MC	Robin Moore – Vice President
Brian Osborn - MGCC	Stuart Harrold – Ross & District MC

2. Minutes of the Previous Meeting (held on 14th April 2019)

Acceptance proposed by Camel Vale MC and seconded by Launceston & N Cornwall MC. Carried unanimously.

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

3.1 Keith Sanders agreed to stand for the post of Publicity Officer. He said that if elected he would try and attract back to the sport all those who already had a trials car and are not currently competing.

Keith was proposed by Camel Vale MC and seconded by Launceston & N Cornwall MC and carried unanimously. He was welcomed and thanked by all.

3.2 It was proposed that in recognition of her 20 years' service to ACTC as Treasurer Barbara Selkirk be made a Vice President. This was proposed by Bristol MC and seconded by the MGCC and carried unanimously. Barbara was thanked by all for her long service to the ACTC.

4. Chairman's Introduction.

David said that he has been around trials for 27 years and has always been a keen supporter of the ACTC. He saw his main job as Chairman is to try increase ACTC membership, to generally raise the profile of the ACTC and increase the number of trialists competing in the ACTC championships.

5. Financial Report.

5.1 Budget for 2020

Approximate figures were given to the meeting but full figures are attached.

Attachment 1.

6. Restart Report.

Pat reported that she had finally found a home for the archive copies of all the ACTC magazines from the start to date, with the British Library based at Wetherby. These copies will be delivered in the next couple of weeks.

Work has started on the next issue of Restart and the closing date for material is 31st October.

It was agreed that a feature would be created which is focused on member clubs with the intention of spreading information and knowledge.

Action Pat Toulmin

7. Website Report.

James said there was not much to report, but that the newly started News Letter seemed to be well received, which was confirmed by those present at the meeting. James continues to work closely with Norton Selwood to increase the awareness of the trials world. This now of course will be supported by Keith Sanders in his new role as Publicity Officer.

8. Championship Monitor's Report.

Norton has been in contact with event Secretaries for the autumn events to ensure regs are updated to include the correct specification for Class 1 (to include LSD's).

Going forward, he is going to look at overhauling the outdated scrutineering card process, to reintroduce some continuity between events.

Action Norton Selwood

Norton has also started a Marshals database, to give regular marshals on our events a point of contact within ACTC, and keep them updated with events that require teams of marshals.

Action Norton Selwood

9. MSA Trials Committee Report.

Simon reported that the last meeting of the Motorsport UK Trials committee was held early last July. There were two points of significance;

9.1 Clear rearward vision when reversing.

All cars must have a clear unobstructed view in the rear view mirror. If the view is obstructed by bodywork or the mounting of spare wheels, the car must be fitted with two effective wing or door mirrors to aid safe reversing. Alternatively the car can be fitted with an effective reversing camera.

This will come into force on January 1st 2020, but it is strongly recommended that entrants who enter events this autumn are made aware of this new requirement at scrutineering.

Action All Competitors

9.2 Diff Testing.

Simon reported that a Sporting Trials diff tester has been built and a range of cars tested with some interesting results. This tester is specifically built to attach to the four stud hubs used in Sporting trials and therefore unfortunately cannot be used for our wide range of hubs. When the testing unit is bolted to a car it measures very accurately the torque bias of the diff. A new free diff tested produced a biasing reading of up to 10 or 12 and as a diff wears the torque biasing figure can increase. The Sporting trials world are talking of setting the failure level at 15 which will mean that many worn diffs will almost certainly fail.

After a long discussion it was stated that passing the usual set of rollers test is no proof of a free running diff and therefore we should try and build a similar testing machine to that one used by the Sporting Trial fraternity.

It was stated that at the moment the structure of the Motorsport UK Trials Panel is in disarray, but more widely, that "the membership of all specialist committees is in disarray", (the actual words used by one member was "utter chaos"), and the future is unclear, but if it continues then Dave H as Chairman will be the future ACTC representative on this committee.

10. Technical Committee Report.

10.1 There has been a new Spec sheet produced for the Dutton Phaeton which now also allows the use of the type 9 gearbox.

10.2. It was also suggested that the structure of the Technical committee and who sits on it should be revisited.

Action Technical Committee

11. Motorcycle Coordinator's Report.

11.1 Relaxation of the nose cone rule for sidecars.

Since the April ACTC meeting Chris had only received one objection to this relaxation whereas other feedback has been very supportive saying it will bring out more outfits to our events. It had been mentioned that because these bolt-on nose cones had been used for extra storage it can unbalance the outfit and make it more unstable on descents. The meeting agreed to the relaxing of this rule and Chris Barham will approach the ACU to explain this rule change for ACTC events, thus covering us on ACU insurance.

11.2. Class A Terminology.

Currently class A is defined as for solo motorcycles built pre 1970. It was proposed this be re-defined to "solo motorcycles with pre 1970 derived frames and engines. This will allow machines such as the present day Enfield India bikes to be ridden in class A. This change was accepted by the meeting.

11.3 Change of solo motorcycle minimum requirements and introduction of class B3.

Changing the minimum wheelbase rule to a minimum seat height proposal was discussed. The objections to this change were considered as was the alternative suggestion of using the dry weight of the machine. It was agreed that it would be difficult for the Secretary of the meeting to know exactly which model was being ridden and therefore what the dry weight should be and therefore unworkable. It would be very easy for the scrutineer to simply measure the seat height and check if it was over or under 700mm. It was mentioned that this would allow the modern hybrid trials/trail

bikes into class B and some riders found this unfair when up against larger, heavier enduro based bikes. This is why it is proposed to introduce the new class B3 for these bikes whose frame and running gear is a direct copy of the trials model but with a factory fitted long range tank and seats. This was agreed by the meeting. The 700mm minimum seat height will now be the criteria to ride in classes A, B & C and machines with a lower seat height will be put into class X. Chris will make a list of models to be put into class B3 and give to Norton Selwood. This class B3 will be introduced from 1st January 2020 and run for a trial period of 12 months to see how it affects the class results.

11.4 Class C tyres.

At present only 2 tyres are recommended for those riding with a 17" rear rim. One of which is getting hard to acquire. Jon Lawson from Middle England Club has asked if any road legal 17" could be used. Unfortunately some of these are extremely aggressive and I have found a couple of more suitable tyres. I'm going to co-ordinate with Ian Thompson from the MCC and between us recommend some suitable alternative tyres.

There was a discussion on why some events attract more motorcycle entries than others with no definite reasons being identified, but it was mentioned that the scoring system used on LDTs (1, 3, 5 system) was probably more popular. It was suggested that branding ACTC trials as LDTs might appeal to more riders? Dave H said he would like to increase championship entries and rider numbers across the board.

12. Rights of Way Report.

Andrew Brown confirmed that he had prepared a written report and a copy would be attached to the minutes. There was discussion on two topics: Derbyshire County Council's insistence that path closures are a requirement for the granting of s.33 authorisation for non-speed motorsport events; Forestry England (FE), in Cornwall, imposing a new permissions policy at very short notice. On the latter topic, it was suggested that Camel Vale should contact Simon Woodall and Stuart Harrold who both had close links with the FE West England District office in Coleford.

Attachment 2.

13. Championship Reports.

13.1 Current positions in Championship Tables.

The current table positions up to the summer break were read out to the meeting.

Attachments 3, 4, 5, & 6

13.2 Championship Calendar for remaining of 2019 Season.

There were no queries raised on this calendar. Please note this calendar has been altered to show those events which run Class O.

Attachment 7

13.3. Championship calendar for 2020 Season.

It was agreed by the meeting that the version of the 2020 calendar with as near as possible a two week gap between Championship rounds be adopted in principal although there are some corrections to be made. The date of the MCC Testing trial is wrong and has to be in July. (*Post meeting it has been suggested that the favoured date is July 5th*). Ross & District MC are not happy with the proposed date for their Kyrle trial and need to go back to John Bell with another proposal. Also on this calendar the Windwhistle Bovey Down trial has not been given a date although this will probably be Sunday 17th May (*this has been confirmed post meeting*).

Attachment 8

Norton Selwood has offered to help John Bell with the calendars especially dealing with queries in the South.

14. Vote on proposal from Stroud & district MC on Class Changes.

14.1. Create a new class for X90s.

A proposal to create Class 90 was proposed by Stroud & District MC and seconded by Woolbridge MC.

The vote was 12 for and 2 against therefore this was carried.

This new class will be introduced on 1st January 2020.

14.2 Change the definition so that cars with engines in front of the rear axle are classed as front engined and run in class 5

This was discussed by the meeting and Adrian Tucker-Peake said that he had contacted quite a few of the drivers of the cars which would be affected by this change and they were all happy to stay in class 6 as now. For this reason this proposal was withdrawn.

15. Vote on Linking the ACTC Championships to ASWMC to create a clubman's Championship for the 2020 season.

This was proposed by Bristol MC and seconded by Torbay MC and carried unanimously.

16. Introduction of Class Representatives.

Chairman David told the meeting that the following people had agreed to be Class representatives and therefore offered competitors another point of contact if they have any issues to discuss.

Class 1	Ian Cundy
Class 2	Adrian Dommett
Class 3	Matt Facey & Arnie Martin
Class 4	Craig Allen & John White
Class 5	Aaron Haizelden & Keith Sanders
Class 90	Stuart Fowell
Class 6	Adrian Tucker-Peake & Mike Ellis
Class 7	Duncan Stephens & Hannah Ferguson
Class 8	Stewart Green

17. Request from the Dellow Register for a discussion on the reclassification of standard and modified Dellows.

Michael Leete presented the following request for discussion (please see Attachment 9). Michael added that extremely modified Dellow cars should continue to run in class 8. It was hoped that if this proposal was accepted then there might be 7 or 8 people who would bring out their cars and trial. Michael also added that the same could be applied to Bucklers.

**Attachment 9
Action All Clubs to Discuss**

18. Discussion on the relaxation of the wheel and tyre regulations.

This was proposed by Torbay MC. Given the inevitability that full-profile tyres will become more scarce and expensive in the future due to the lack of application on modern cars, there will come a time when lower profile tyres will need to be used for affordability and availability reasons.

Should we therefore start to consider some relaxation of the wheel size rules to accommodate this?

A discussion followed where it was suggested that only wheels and tyres which will fit under standard wings and archways would be considered.

It was also mentioned that under items T11.12 & T11.12.5, page 358 in the Blue Book, that tyres and wheels for trials (car trials) are more or less free, so the above proposal might bring classic trials more in line with this.

It is suggested that if agreed this relaxation would apply to classes 1 – 7 & 90.

Action All Clubs to discuss.

19. AOB.

19.1 O class.

Clubs should be encouraged to run a class O in their trials to help new-comers get into the sport. It was stated by Woolbridge that Class O definitely boosted their entries.

19.2 Launceston & North Cornwall MC.

Next year will be the one hundredth year this club has been involved in trials and they hoped to be running one or two special events during next year to celebrate this.

19.3. Competitors Insurance.

The loss of the blanket insurance scheme in favour of the original optional scheme has resulted in the situation that organising clubs must now rely on the competitors' declaration that they have adequate road traffic act cover. Clubs are reminded to ensure all competitors make this declaration if they are not taking the additional cover provided by REIS."

The meeting was closed at 18.20hrs.

The next ACTC meeting will be on Sunday 5th April 2020 at 14.00hrs at The Exeter Court Hotel, Kennford, Exeter EX6 7UX (Please note – NEW VENUE).

All items and documentation for this meeting must be sent to the Hon. Sec. **by Sunday 1st March LATEST.**



ASSOCIATION OF

classic trials clubs



2020 - Budget Income & Expenditure ACTC Ltd				Budget 2020 total	Governance	Championship only
Income						
Clubs - Cars Championship	25 @ £46		1,150.00	1,150.00		
Motorcycle Championship	13 @ £16		208.00	208.00		
Advertising income			140.00	140.00		
Paper Restart only		22	11 242.00		242.00	
Champ Cars with electronic Restart issues		59	11.00 649.00		649.00	
Champ Cars with paper Restart issues		31	11.00 341.00		341.00	
Champ Bikes with electronic Restart issues		7	11.00 77.00		77.00	
Champ Bikes with paper Restart issues		1	11.00 11.00		11.00	
Champ Navigators with electronic restart		15	4.00 60.00		60.00	
Paper resatrt only		2	11.00 22.00		22.00	
				2,900.00	1,498.00	1,402.00
Expenditure						
Restart only - assume 60 paper copies at £2.75 each inc post/£11 pa			660.00		660.00	
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	78.00	150.00	
Championship regs			25.00	25.00		
Web Site Fasthosts			0.00	0.00		
Awards Presentation/charity donation			0.00	0.00		
				2,231.00	721.00	1,510.00
				669.00	2,179.00	-1,488.00

ACTC COUNCIL MEETING – 1st SEPTEMBER 2019 RIGHTS OF WAY REPORT

1 LARA

Meetings

Since the last ACTC Council Meeting on 14th April 2019, LARA has held its AGM and one Steering Committee meeting, both on 22nd May 2019. I attended both meetings as Chairman; Simon Woodall attended both meetings as the ACTC delegate.

The next LARA Steering Committee meeting is on 25th September 2019 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

LARA published, in July 2019, a document titled '*Motorsport Events on Public Rights of Way - Good Practice in Statutory Authorisation*' and I quote:

"This paper looks at the statutory framework through which motor sport competitions and trials (other than races or trials of speed) on public rights of way are authorised, and particularly the balance between protecting the public and environment while not imposing unreasonable conditions on event organisers."

This is an important document for all those organising classic trials, and can be downloaded from: <https://laragborg.wordpress.com/lara-papers/>

LARA has just published a short report titled '*S.33 authorisation conditions. Summary of current situation*'. This is attached to this report.

No LARA Chairman's E-Newsletters have been published since the last ACTC Council Meeting.

Activities

Almost all LARA's activities since April 2019 have been related to S.33 authorisation matters.

2 ASSISTANCE TO CLUBS

Since April 2019 I have:

- Advised the MCC and VSCC on matters relating to S.33 authorisation in Derbyshire.
- Advised Camel Vale Motor Club on forestry matters in Cornwall.
- Advised Woolbridge Motor Club about a Definitive Map Modification Order in Dorset.

3 TRIALS SECTIONS DATABASE

I have updated the database with information on all 2019 events to date and would like to thank all clubs that have provided me with the route cards for their events.

I continue to add historical information on an ad-hoc basis.



The Motoring Organisations' Land Access & Recreation Association

Report to the Steering Committee

Date: 28 August 2019

Topic: S.33 authorisation conditions. Summary of current situation

1. This note sets out locally serious, and potentially serious on a wider scale, issues surrounding the s.33 Road Traffic Act 1988 authorisation process necessary to hold a motor event on a 'public path' (for these purposes, footpath, bridleway, restricted byway), and also touching on the use in the route of byways open to all traffic (BOAT) and unsealed unclassified roads (UUR).
2. For a more-detailed explanation of the s.33 process see LARA Document 2019.07.26 *Motorsport Events on Public Rights of Way. Good Practice in Statutory Authorisation*, available on the LARA website via this link:
http://laragb.org/pdf/LARA_20190726_MotorsportEventsOnPROW.pdf
3. We now have particularly rigorous regimes in Cumbria and Derbyshire. Powys is currently consulting on a similarly rigorous policy; and Dorset may be following suit. There are three elements in these councils' authorisation processes that cause us difficulty and cost:
 - Requiring s.13 Road Traffic Act 1988 route authorisation from Motorsport UK in addition to s.33 authorisation from the council, in every case where s.33 authorisation is required,
 - Requiring that all paths subject to s.33 authorisation are also closed to the public by traffic order,
 - Requiring that BOATs or UURs that do not require s.33 authorisation are also closed to the public, even though these roads are outwith the scope of s.33.
4. To recap the various authorisations:
 - Motorsport UK route authorisation is a process by which they authorise non-speed road events according to s.13 RTA 1988, and the accompanying 1969 Regulations. Conventional thinking, at least until recently, was that Motorsport UK authorisation is all about motor roads (classified and unclassified roads, and byways open to all traffic (BOAT)), while s.33 reserves public path authorisations to the local authority.
 - S.33 is a process where a motor event (leaving out speed events) uses public paths with the owner's and occupier's written consent. The organiser applies to the local authority (typically a county council) which may impose conditions such as warning signs and litter clearance.
 - Road closure is done under the temporary closure provisions in s.14 of the Road Traffic Regulation Act 1984, and it is not uncommon for councils to make traffic orders closing public paths used by rallies. That generally helps the organisers.

5. Cumbria insists on a closure order for all s.33 events using bridleways and restricted byways, but generally not for footpaths. The council is not aggressive towards motor events and will make multi-road closure-orders on request to minimise costs. The closure orders are activated by Cumbria County Council issuing the companion s.33 authorisation, with local conditions (liaison, marshalling, etc).
6. Legal advice obtained by Powys County Council (largely reinforced by later counsel's advice to Motorsport UK) is that where s.33 authorisation is given for the use of (say) a public footpath (even just crossing a 4-foot-wide path), then this triggers the statutory need for Motorsport UK route authorisation as well. This is because of the wording of the 1969 Regulations, what was said at the time in Parliament, and in the early-1960s *Chesham Report* on the running of motor events.
7. So we have the situation where (in Powys) an event may touch the highway to no greater degree than just once crossing a public footpath in the middle of nowhere. That event must have s.33 authorisation (statutory), Motorsport UK route authorisation (statutory), and the path must be closed by traffic order (Powys' local policy). Powys is using 'notices', rather than traffic orders, for these closures. Much cheaper on administration costs, but LARA has doubts about this being statutorily correct.
8. Derbyshire does not appear at the moment to cross-link s.33 with s.13 route authorisation, but does require path closures, this time using proper traffic orders, laying the administration and advertising costs on to the applicant club.
9. LARA's view is that there should not be a 'blanket closure requirement' policy (Cumbria's is not quite blanket, but is still onerous) because while a rally may merit path closure (and the organiser may welcome it), it is not necessary or appropriate for a trial crossing a footpath somewhere remote. But it costs the same to each type of event.
10. But as long as clubs pay up and issue no challenge, it reinforces the councils' view that mandatory blanket closure is merited and acceptable.
11. LARA has suggested (inside the sport) an amendment to the 1969 Regulations such that events that use only public paths (i.e. no 'motor roads') automatically get Motorsport UK authorisation under s.5 of the Regs. But only Motorsport UK can carry this idea forward to the Department for Transport.
12. Any trials club sticking to the law as regards s.33 and Motorsport UK authorisation (and event insurance demands that they do) may find themselves faced with an administration and cost burden they simply cannot meet, and which is not justified by experience or predicted risk.

Alan Kind

LARA Document: 2019.08.28

2019 North Table, Pouncy and Red Rose Bowl

		ACTC No	Nor	DD	YD	DDBT	Total	Best 9	Events Scored
Pouncy League									
Kathy	Martin	207	15	0	6	0	21	21	2
Chris	Barham	209	13	0	0	0	13	13	1
David	Sharp	201	3	0	0	0	3	3	1
Richard	Dawe	210	0	0	0	0	0	0	0
Bernie	Pugh	254	0	0	0	0	0	0	0
Jon	Lawson	211	0	0	0	0	0	0	0
							0	0	0
							0	0	0
							0	0	0
Red Rose Bowl									
Geoff	Westcott	202	0	0	0	0	0	0	0
							0	0	0
							0	0	0

Top 3 from National Championships

Proposal from the Dellow Register

It is proposed that original Ford Side-valve 50's Sports Cars and Specials be included in Class 2.

It is also proposed that cars with modifications prevalent in the 80's be admitted to Class 5.

Objectives

- To bring cars back into the sport
- To reinvigorate Class 2

Background

Currently these cars are classified as either Class 7 or 8. Owners are reluctant to run their cars in these classes as they are both uncompetitive and too delicate for the restarts and deviations in these classes.

Ford Populars have been included in Class 2 for many years. The cars proposed are in reality mechanically the same as the Ford Popular.

Specification for Original Cars to run in Class 2

- Ford Sidevalve 8, 10 or 100E engine
- 3 speed gearbox
- Torque Tube drive to original Ford Popular axle (the E83W axle, known as the heavy axle, is specifically excluded)
- Cross ply tyres (radials are excluded)
- Ford transverse leaf spring front suspension.

This specification includes Buckler's and Dellows with side valve engines included in either the Buckler or Dellow register complying with the above specification.

It also includes specials originally constructed prior to 1960 complying to the above specification subject to approval of a designated ACTC official. For clarity cars constructed after 1960 or replicas are excluded.

Further Proposal

It is also proposed that Cars included in the Buckler or Dellow Register that do not comply with the above specification but comply with the Modified Specification below be admitted to Class 5

Specification for Modified Cars to run in Class 5

Buckler's and Dellows included on the respective clubs register as original cars (not replicas or new cars)

Specification as for Original Cars but the following are permitted

- Ford Crossflow or Pre Crossflow Engine
- Four or Five speed gearbox
- Ford English Axle
- Open propshaft
- E83W, heavy axle
- Radial Tyres