

**A Virtual Meeting of the Council of ACTC will be held on  
Sunday 17<sup>th</sup> May 2020 starting at 14:00hrs.**

The meeting will be held via zoom. An invitation to join the meeting will be sent to one delegate from each Member Club.

**AGENDA**

1. Introduction.
2. Apologies for absence.
- ~~3. Minutes of the Meeting held on 1<sup>st</sup> September 2019~~
4. **As no objections were received the following are adopted and will be ratified at the August AGM.**
  - 4.1 Presidents. No Nominations but Simon Woodall is prepared to stand again.
  - 4.2 Vice Presidents. No Nominations
  - 4.3 Chairman. No nominations have been received but David Haizelden is prepared to continue.
  - 4.4 Vice Chairman. No nominations have been received but Pete Hart is prepared to continue.
  - 4.5 Secretary. Bill Bennett is standing down and one nomination received For Keith Sanders
  - 4.6 Treasurer. No nominations have been received but Paul Brooks is prepared to continue.
  - 4.7 Championship Secretary. No nominations have been received but John Bell is prepared to continue.
  - 4.8 Class 7 Coordinator. No nominations have been received but Pete Hart is prepared to continue.
  - 4.9 Rights of Way Officer. No nominations have been received but Andrew Knightly-Brown is prepared to continue.
  - 4.10 Championship Monitor. Norton Selwood is moving to fill the vacant position of Publicity Officer and Bill Bennett is prepared to become Championship Monitor.
5. **Other Officers to be elected at the August AGM.**
  - 5.1 Motorcycle coordinator. Chris Barham is prepared to continue.
  - 5.2 Restart Editor. Pat Toulmin is prepared to continue
  - 5.3 Website Manager. James Shallcross is prepared to continue
  - 5.4 Scrutineering Officer. No volunteers have come forward.
  - 5.5 Award Evening Organizing Team. The Selwood Family.
  - 5.6 Tyre Officer. The current Tyre Officer would like to stand down so a replacement is required.
  - 5.7 Publicity Officer. Norton Selwood is prepared to take on this position.

6. **Financial Update.** Paul Brooks  
6.1 Year-end accounts to 31/12/2019.  
6.2 Budget for the 2020.

- ~~7. **Restart Report.** Pat Toulmin~~  
~~8. **Website Report.** James Shallcross~~  
~~9. **Championship Quality Report** Norton Selwood~~  
10. **MS-UK Trials Committee Report.** Simon Woodall  
11. **Technical Committee Report.** Pete Hart

11.1 Proposal from the Dellow Register (**see Attachments 1, 2, & 3**)

The ACTC Technical Panel propose and recommend the following changes to the ACTC Technical Regulations, to take affect from the 1st of January 2021. Initially for a 3 year period.

A1.2.4

Existing wording

" A production car, which includes production saloons and production sports cars, is any car which is or has been on general catalogued sale as a completed road going vehicle and is or was available through normal retail dealer outlets. A production car, or variants or copies thereof, must not at any time have been available as a kit car.

Proposed revised Wording

"A production car, which includes production saloons and production sports cars, is any car which is or has been on general catalogued sale as a completed road going vehicle and is or was available through normal retail dealer outlets."

~~**Vote to approve this change.**~~

New Rule

A1.7.4

The fitting of any Ford passenger gearbox is acceptable for Dellow Mk1,2,3.

~~**Vote to approve this rule.**~~

The Dellow models 1, 2, and 3 be added to the list of post war cars accepted in Class 2.

~~**Vote to approve this change.**~~

11.2 Additional proposal from Stroud & District MC regarding Dellow proposal above.

**(See Attachment 15).**

11.3 Revised Spec sheet for the Dutton Sierra in class 7c. **(See Attachment 4).**

11.4 Discussion on the relaxation of the wheel and tyre regulations. **(See Attachment 12)**

12. ~~**Rights of Way Officer report.**~~ Andrew Knightley-Brown  
13. ~~**Motorcycle Coordinator's Report.**~~ Chris Barham

14. **Championship Reports.** Dave Haizelden (in John Bell's Absence)
- 13.1 Remaining of 2020 season **(see Attachment 5)**
  - 13.2 Draft calendars for 2021 season **(see Attachment 6)**  
**Can Clubs please study this proposed calendar and report back any concerns, either at meeting or to John Bell direct.**  
[Johnbell890@hotmail.com](mailto:Johnbell890@hotmail.com)
  - 13.3 ~~2020 Championship Positions so far.~~
15. **An Update on the Awards Evening** Alan Selwood
16. **Proposal to reduce the "best counting scores" from 9 to 7** Dave Haizelden  
**(See Attachments 7 & 8)**
17. **Proposal: for the development of a standard instruction manual for marshals.** Fell Side AC  
**(See attachments 9, 10 & 13)**
18. **Should ACTC join ACU as a non-territorial club?** Simon Woodall  
**(See attachment 11)**
19. Date, Time & place of next ACTC Council Meeting.

**PLEASE HAVE A COPY OF THIS AGENDA AND THE ATTACHMENTS AVAILABLE FOR THE VIRTUAL MEETING.**

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**2 Extra Attachments.**

## Notes on the Motorsport UK Trials Committee Meeting - 26th February.

In the autumn of 2019, Motorsport UK had decided to restructure all its committees, with restrictions on the length of time a single person could be on a committee (three years), and a limit to the total length of time a person could sit. (Nine Years – three terms) in addition, it was intended to insist that all members should be invited as individuals rather than representing organisations.

There was a certain outcry at this, as it meant that about 90% of the membership of ALL the committees would no longer be eligible. This would have included me, as a member of the committee for over 25 years, and Barrie Parker (representing BTRDA) who has been there even longer. Not to mention the current chairman Nick Pollitt. After quite a lot of wrangling by people more powerful than ourselves, (such as BRDC, owners of Silverstone, who not surprisingly wanted to keep their slot on the Race Committee) sanity prevailed, and we were all invited back. As this process took a while, we were invited directly, rather than via our organisations. This means that Carl Talbot was invited back, despite him no longer being ACTC Chairman. He did manage to maintain his reputation, and did not turn up, as he not made either of the 2019 meetings. The chairman is aware of the situation, and hopefully it will be resolved for next year if not for the next meeting (10th June – via Zoom).

The one “new kid on the block” was Richard Sharp, who could be quite important to ACTC.

As has been the way for the last few meetings, the main focus was on Sporting Trials and their differentials. They now have a machine that can measure the amount of bias that a diff has. Over the late summer and autumn they, as a sport, have been conducting a campaign to get all the extant cars tested, and where their results are satisfactory, sealed. The process has been sufficiently comprehensive to enable them to declare that if a car has not been tested it is not eligible for BTRDA or Motorsport UK championships. There was much debate over how points should be scored when an ineligible car was on the event. The expectation was always that untested cars would only be eligible for class placings, but as is so often the case, the word had not reached the writers of event regulations, and there were as few problems.

There were two new tyres added to the Sporting Trials list, and the proposal was made to remove the list from the Blue Book, but this got the thumbs down from Motorsport UK

Barrie Parker, although primarily on the committee to represent BTRDA Car Trials interests, raised concern that Diff Testing is not being carried out on Classics. (Barrie is an MCC regular) My response was that it had long been established that the roller test did not prove much, so the test was a waste of time and manpower. (I doubt that my car would pass the test at the start of an event, as the oil is too cold and thick straight off the back of the truck, although it is quite happy at the Kyrle start having been driven several miles from the trailer park.)

Enter Richard Sharp. He has built the machine that the Sporting Trials fraternity are using. Alas, this machine is big and bulky, it cannot be taken to an event start, the cars tested so far have been taken to his workshop (although he did to a bit of an “on tour”, setting up in someone else’s workshop for a day each in the South-East and South-West). His machine is designed to be attached to the wheel hubs, and so only fits the standard 4 bolt arrangement that all their cars have. It might be tricky to develop an adaptor to the variety of PCD’s used by our competitors- it connects to a standard agricultural PTO. Non the less I think we should review his machine, perhaps test a couple of cars at his workshop to see how it works.

On the 20th April, an e-mail came from all committee members for ideas from how to resume after lockdown, as all the committee chairmen were having a Zoom meeting to discuss this. I shamelessly plagiarised the note that Keith Sanders had put out, adding only my concerns about how social distancing restrictions would inhibit marshals from recovering a stricken vehicle- especially a bike –from a section. From the feedback the chairman responded - >>>> It was a very well organised and conducted meeting without anyone blathering on too long, similar points came from other disciplines, racing and rallying have much bigger problems to solve than us, but it would appear at grass roots event level signing on forms can be electronic, entry forms likewise, scrutineering minimised, marshaling and score carding simplified. Car Trials look like being easier to get going than Sporting or Classics.<<<<

Motorsport UK was planning to move to Bicester in July. What will happen now, I do not know.

Next meeting will be 10th June – No doubt via Zoom.

Proposed change to wording for 5b cars. To encourage early (1950s) specials back into the sport, (per the original Dellow proposal from Sept AGM minutes)

(Text to be deleted from original  
Blue text as revised/new wording  
Green text as commentary for suggested alteration)

## Specification for Class 5b cars

Class 5b is identified as being for "Cars built from pre-war 1959 components" and subject to ACTC approval. Post 1941 cars must have originally been constructed pre-1959 (Prohibits modern replicas, but Allows pre-1941 component cars built at any time – as per current Class 5b rules)

These cars should include the following:-

The chassis from a pre- 1941 1959 production car.

The chassis can be modified to accept the components being fitted to it, including altering the wheelbase. There must be an identifiable chassis. ~~Tube frame cars are not acceptable.~~

The engine, gearbox and ~~rear axle~~ from a pre 1941 1959 production car. (precludes Ford Kent engines and later BMC 'A' Series over 948cc, allows Ford English and other axles)

These ~~three~~two items need not be from the same model or indeed make of car. As with all classes, Period engine tuning is free, and as with other production classes, whatever gearbox is chosen its casing may not be modified although gear ratios may be changed. An adaptor may be fitted to align the engine to the gearbox. Rear axle casing may be modified but only to allow its installation in the chosen chassis. Locked differentials are not allowed, even if the axle fitted came from a production vehicle so equipped.

A chain driven solid rear axle is acceptable but must be complete with its matching transmission and ratio selection system all from a pre 1941 production car. As with a conventional gearbox, drive ratios may be changed.

Post war engines and gearboxes, which are a direct derivative and of essentially the same design, but no larger capacity, as those from a pre 1941 production car, are allowed.

### Front axle, suspension and brakes

The Front axle and suspension must be from a pre 1941 1959 ? (poss. Not required change) production car. Rear suspension systems must be in period. Rear suspension coil springs are not allowed. Brakes must be Drum, but otherwise are free from any period restrictions.

### Bodywork

This is free, but must be made from period materials ~~i.e. no GRP~~. Appearance, construction of the body and the detail must be in period.

### Tyres

These cars must run on crossply tyres and must satisfy the size requirements of T10.11.1 and T10.11.2. Original rolling radius is not relevant.

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