

# Minutes of the Virtual Council Meeting of the ACTC

## Held on Monday 18<sup>th</sup> May 2020

### Starting at 19.30hrs.

The planned virtual meeting for Sunday 17<sup>th</sup> May had to be abandoned because of problems with Zoom and a re-convened meeting which took its place was held as above.

#### Members and Officers Present:

Dave Haizelden - Chairman	Simon Woodall - President
Bill Bennett - Secretary	Pete Hart - Vice Chairman /Class 7 / Bristol MC
Paul Brooks – Treasurer / Windwhistle MC	Andrew Brown - Rights of Way Officer
Chris Barham – Motorcycle Coordinator	Pat Toulmin – Restart Editor
James Shallcross – Website Manager	Norton Selwood – Championship Monitor/ Minehead MC
Keith Sanders – Publicity Officer / Torbay	Adrian Tucker-Peake - MGCC
Alan Foster – Vice President / Morgan SCC	Ian Cundy – Camel Vale MC
Stuart Harrold - Ross & District MC	Jonathan Toulmin – Midland Automobile Club
Mal Allen - Bristol Pegasus MC	Lee Peck - MCC
John Barthram- North Devon MC	Myke Pocock – Fell Side Auto Club
Carl Talbot – Stroud & District MC	Michael Leete – Dellow Register

22 people present with 15 member clubs represented.

1. Chairman Dave Haizelden welcomed everybody to the meeting and thanked James Shallcross for setting everything up. Dave also apologised for having to rearrange the meeting caused by factors outside of our control.
2. **Apologies for Absence:**  
Ben Giles – Stroud & District MC      Ian Facey – Holsworthy MC
3. **Minutes of Previous Meeting on 1<sup>st</sup> September 2019.**  
The proposal that these minutes be adopted will be made at the next meeting in August.
- 4&5. **Officer Nominations.**  
The nominations as per the agenda were verbally accepted and will apply as from the August ACTC AGM meeting, if not before.

It was confirmed that the Selwood family are standing down from organising the Awards Evening. This means there are vacancies for this roll and that of Scrutineering Officer. Also the current Tyre Officer would like to stand down if a replacement could be found.

## **6. Financial Update.**

**6.1** Paul Brooks, Treasurer, presented the accounts for the period to 31/12/2019, which as he mentioned are incomplete because of the uncertainty over the Awards Evening. As it is now clear this event will not take place before the filing date Paul will proceed and finalise the accounts, a copy of which will be distributed as and when ready.

### **6.2 Budget for 2020.**

Paul stated that he needed more information to complete a budget for the year 2020. The level of registration fees for cars and bikes, or club subscriptions were not discussed and so will need to be included on the agenda of the AGM meeting in August.

**Items 7, 8, & 9 of the old agenda were not discussed.**

## **10. MS-UK Trials Committee Report.**

### **10.1 A copy of the report was sent out to all delegates**

As reported by Simon in his report, "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". In short, because of pressure from other organisations (mainly from the racing fraternity), MS-UK reversed this decision. Simon attended the meeting as the MCC representative and Carl Talbot was invited on behalf of the ACTC being the person listed by the ACTC due to him being Chairman last year. The current Chairman Dave does not have time to attend MS-UK meetings, so a new MS-UK delegate needs to be appointed by the next meeting.

### **10.2 Diff tester.**

A question was asked if there was any chance that we could use the diff tester developed by the Sporting trials boys. The answer was – probably, although there would have to be quite a few modifications done so that it would fit the wide range of cars used in our sport. Also, the logistics of how it would be used needs to be sorted, (the Sporting Car diff tester is rather large and not easily transported). This matter requires further consideration at the next meeting.

## **11. Proposal from the Dellow Register (See attachments 1 & 2)**

The following were presented to the meeting.

**11.1** 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.

### **Proposal 1.**

The above wording for A1.2.4 be changed to;

"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."

### **Proposal 2.**

A new rule be adopted as follows.

A1.7.4

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

### **Proposal 3.**

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

Discussion followed but there were no objections. It was agreed that the above proposals 2 & 3 would be extended to include Bucklers Mk 5 and 6. Pete Hart was asked to produce a FAQs sheet to help with explanation. **(See Attachment 3).**

#### **11.2 Proposal Made by Stroud & District MC.**

That original 50's trials specials should be allowed in Class 5b. Clubs are invited to comment on this proposal.

#### **11.3 Dutton Sierra Spec Sheet.**

A Revised Spec sheet for Dutton Sierra cars in Class 7 has been produced.

**(See Attachment 4)**

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

Further discussion took place. It was suggested the rolling radius rule could be used but Simon Woodall recounted the problems and uncertainty this caused because the wheel radius changes according to tyre pressure. It was thought that providing the wheel and tyre would fit under the **standard** wheel arch it might be accepted. One question was asked was is there any limit on the tyre section?

**Items 12 & 13 of the old agenda were not discussed.**

### **14. Championship Reports.**

#### **14.1 Remainder of 2020 season.**

There was some discussion on the likelihood of trialling continuing in the Autumn without any clear view. Obviously, everybody hopes there will be trials but this will finally depend on the Government and the UK-MS. This point will be discussed again at the August ACTC AGM.

Sunday 25<sup>th</sup> October was originally the date of the Kyrle Trial which had to be cancelled due to the lack of organisers within the Ross & District MC. Now that this date is free in this year's calendar, it is hoped the Torbay trial which had to be cancelled earlier in the year, will take it.

#### 14.2 **Draft Calendar for 2021 season.**

John Bell has spent a lot of time trying to organise the calendar so that there are two weeks between each Championship round, if this was achieved it should help with entry numbers for these trials. To achieve the above John Bell proposed that the North Devon MC's Exmoor trial move to March 7<sup>th</sup>, but North Devon cannot manage this date, so the quick solution is to move the Exmoor trial back to the 14<sup>th</sup> February as it was to have been this year and to move the Launceston trial to march 7<sup>th</sup>. The two changes are highlighted in Bold red on Attachment 6. **Could all clubs affected by this change please have a look to see if this is acceptable?**

**(See Attachment 6)**

#### 15. **Update on the Awards Evening.**

As everybody will know the arranged Awards Evening Had to be cancelled due to the restrictions caused by the COVID-19 virus. This was a great shame because Alan Selwood & family had done a lot of work preparing what would have been a great evening. If restrictions are relaxed enough come October, then it is intended to have the Awards Evening on Saturday 24<sup>th</sup> October, the day before the re-arranged Torbay trial.

#### 16. **Proposal to reduce the “Best Counting Championship Scores” from 9 to 7. (See Attachment 7)**

**16.1** There was much discussion on this proposal with Fell Side Auto Club feeling it would reduce the number of entrants travelling up to their event. Some others thought it wouldn't make any difference to the number of Championship contenders.

**16.2** Because of the number of events which have been cancelled in the 2020 season it was proposed that for this year only it should be reduced to **the best 5 scores** to count towards the Championship. This of course is covered by ACTC rule 4.16 which can be found at [https://www.actc.org.uk/wp-content/uploads/2020/01/202001\\_ACTC\\_Rules.pdf](https://www.actc.org.uk/wp-content/uploads/2020/01/202001_ACTC_Rules.pdf)

#### 17. **Proposal: for the development of a standard instruction manual for marshals.**

Myke Pocock of Fell Side Auto Club has produced a set of manuals for marshalling and is prepared to alter these to suit other clubs if clubs would support the idea and use them when finished. It was suggested he should look at “Marshalling Arts” which was produced by the MCC some time ago. Could clubs Let Myke know if some formal instruction manuals for marshals would be useful to them?

#### 18. **Should ACTC join ACU as a non-territorial club? (See Attachment 11)**

There was a discussion on this subject with some thinking this might give us a better voice on ACU matters. It was also thought that it might save clubs some money.

**The next ACTC Meeting will be Held Virtually (via Zoom) on Monday 24<sup>th</sup> August starting at 19.00hrs.**

**All Items and documentation for the agenda of this meeting must be received by the Hon. Sec. by Sunday 19<sup>th</sup> July LATEST.**

## Dellow Register Proposal 1

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### The Dellow Register Propose

Dellows Mk1, Mk2 and Mk3 be considered a Production Car by deleting the words “must not at any time have been available as a kit car.” from ACTC rule A1.2.4 and that a clause be added to the ASWMC/ACTC Rules and Regulations Appendix 1 “For Dellows Mk1, Mk2 and Mk3 any Ford Passenger car gearbox is permitted.”

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### Background

94 Dellow Mk1, 95 Dellow Mk2 and 18 Mk3 were produced. They were sold as complete cars, mainly through Ford Dealers. Ford supplied Dellow with new Engines, Transmission, Axles and Front Suspension. A small number were sold as Chassis only as were other Sports Cars sold at the time by Morgan and HRG.

A high percentage survive but they have become less competitive with their current classification and few are currently competing.

Currently standard Dellows are classified into Class 7. Cars modified with non original engines or axles are classified as Class 8.

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### Implication

This change will put all Dellow Mk1, Mk2 and Mk3 with a Ford Sidevalve based Engine in Class 5 as a Post War production sports car.

Existing blue book rule T 10.12.3 allows the rear axle to be changed in pre 1955 vehicles, so the 105E axle cars would also be in 5.

Any further modifications would put the car in class 7a, eg fitting an engine designed as OHV, as it becomes a production car modified beyond accepted limits.

It is necessary to relax the gearbox casing rule as most Dellows modified to accept an axle with an open prop shaft, but retaining a Side-valve Engine, have had to change the gearbox as well and most known cars have a later box fitted.

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### Comment

Dellows MK1, 2 and 3 are essentially of Pre-WW2 design. The chassis has evolved from the Austin Seven layout and the Engine, Transmission, Axles and Front Suspension are the same as the Upright Popular and date back to a design started on the Model Y in 1932.

The Dellow Register is also proposing that Dellows to original specification be allowed to run in Class 2

### Dellow Register Proposal 2

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#### The Dellow Register Propose

Dellows Mk1, Mk2 and Mk3 be added to the list of post 1941 production cars admitted to Class 2

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#### Background

94 Dellow Mk1, 95 Dellow Mk2 and 18 Mk3 were produced. They were sold as complete cars, mainly through Ford Dealers. Ford supplied Dellow with new Engines, Transmission, Axles and Front Suspension. A small number were sold as Chassis only as were other Sports Cars sold at the time by Morgan and HRG.

A high percentage survive but they have become less competitive with their current classification and few are currently competing.

Currently standard Dellows are classified into Class 7. Cars modified with non original engines or axles are classified as Class 8.

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#### Implication

Only Dellows to original specification with period modifications would run in Class 2. This would exclude cars running later English axles, Open prop shaft, Radial Tyres or non period engines.

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#### Comment

Dellows MK1, 2 and 3 are essentially of Pre-WW2 design. The chassis has evolved from the Austin Seven layout and the Engine, Transmission, Axles and Front Suspension are the same as the Upright Popular and date back to a design started on the Model Y in 1932.

The Dellow Register is also proposing that modified Dellows be allowed to run in either Class 5 or 7

## Dellow and Buckler mk5 & 6 cars as Production Vehicles.

### Summary and FAQs

On the assumption that the proposed change to the production car definition is approved and all three votes are passed.

#### **Class 2**

Standard cars will be eligible to run in class 2. In simple terms that is cars that comply with the existing class 7 spec.

[https://www.actc.org.uk/wp-content/uploads/2014/11/actc\\_tech\\_class7\\_dellow\\_2014\\_iss1.pdf](https://www.actc.org.uk/wp-content/uploads/2014/11/actc_tech_class7_dellow_2014_iss1.pdf)

[https://www.actc.org.uk/wp-content/uploads/2014/11/actc\\_tech\\_class7\\_buckler\\_2014\\_iss1.pdf](https://www.actc.org.uk/wp-content/uploads/2014/11/actc_tech_class7_buckler_2014_iss1.pdf)

These cars will in addition be subject to the existing class 2 rules e.g.

Crossply tyres, period electrics, no alternators.

Full class 2 guidelines can be found at:

[https://www.actc.org.uk/wp-content/uploads/2014/02/actc\\_tech\\_class2\\_2009.pdf](https://www.actc.org.uk/wp-content/uploads/2014/02/actc_tech_class2_2009.pdf)

**Q.** What tuning is allowed in class 2?

**A.** Engine tuning is free but must be in period . Superchargers are allowed but must be of a pre-war design and V belt driven.

#### **Class 5**

Standard cars not complying with Class 2 rules will run in class 5 e.g.

Radial tyres, alternators, etc.

**Q.** What else is allowed in class 5?

**A.** Cars in class 5 may have a non-standard rear axle, any Ford Gearbox.

**Q.** What Engines are allowed in Class 5?

**A.** In class 5 a Ford Side valve 4 cyl block is mandated but tuning is free from any period, modern superchargers permitted as are toothed belts.

#### **Class 7a**

This becomes the catch all for all other cars, as it is for all modified beyond production cars.

Any engine, gearbox, axle may be fitted.

**Q.** What will move a car to class 8?

**A.** Changing the wheelbase and or removing any part of the original chassis between the wheel centres.

## ACCEPTED SPECIFICATION FOR A CLASS 7(c) CAR - DUTTON SIERRA

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MS-UK Regulation T 10 requires 'Front engine cars manufactured on a limited basis' (generally referred to as kit cars) to conform to an 'accepted specification'. This ACTC Accepted Specification, which must be read in conjunction with the current MS-UK Competitors' Yearbook and the current ACTC Classic Trials Series Rules and Regulations, defines the car described. All references are to the MS-UK Competitors' Yearbook current at the date of issue of this specification. (Tone denotes amendments from the previous version.)

	<b>Manufacturer:</b>	Dutton
	<b>Model:</b>	Sierra
<b>T 10</b>	<b>Class 7(c):</b>	In addition to the requirements of T10: Minimum horizontal dimension between the rearmost part of steering wheel and a vertical line through the axis of the rear wheels: 1440mm (57").
<b>T 10.3.1</b>	<b>Original wheelbase:</b>	2400mm (94.5").
<b>T10.3.2</b>	<b>Number of seats:</b>	Four.
<b>T10.4.3</b>	<b>Luggage box</b>	External luggage boxes are not permitted.
<b>T 10.6.1</b>	<b>Cylinder blocks:</b> Considered original for the purposes of this Regulation. MS-UK Rule T 10.6.1 does not apply to Class 7(c). Only the following engines are acceptable .	<ul style="list-style-type: none"> <li>• Ford OHV "Kent" Series.</li> <li>• Ford OHC "Pinto" Series.</li> </ul> There are no restrictions on engine tuning
<b>T10.6.3</b>	<b>Engine mountings:</b> Considered original for the purposes of this Regulation.	Minimum horizontal dimension from the centre of the foremost spark plug orifice to a vertical line through the centre axis of the front wheels: <ul style="list-style-type: none"> <li>• Ford OHV "Kent" Series: 130mm (5")</li> <li>• Ford OHC "Pinto" Series: 170mm (6.5")</li> </ul>
<b>T10.8.2</b>	<b>Suspension</b>	The original manufacturer's suspension system must be retained Leaf Spring rear only.. spring rates and shock absorbers may be changed.
<b>T 10.9</b>	<b>Diameter of road wheels:</b> Considered standard for the purposes of this Regulation.	13" or 14"only
<b>T10.10.4</b>	<b>Spare wheels</b>	<ul style="list-style-type: none"> <li>• Mounted on the rear body is considered to be the manufacturer's standard position for the purpose of this Regulation.</li> </ul>
<b>T 10.12</b>	<b>Gearbox:</b> Considered original for the purposes of this Regulation.	<ul style="list-style-type: none"> <li>• As fitted to Ford Escort Mk1 and 2. &amp; Type 9.</li> </ul>
<b>T 10.12.3</b>	<b>Rear axle casing:</b> Considered original for the purposes of this Regulation. MS-UK rule T10.12.3 does not apply to Class7(c) Modifications to the casing are not permitted.	As fitted to Ford Escort Mk1 and 2



**A signed copy of this Accepted Specification must be available for inspection by the event scrutineer when requested. You are also requested to register a signed copy with ACTC. This will ensure that you are notified of any future amendments.**

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**Step 1 - Please complete, sign, and date this declaration**

I have read the current MS-UK Competitor's Yearbook, the current ACTC Classic Trials Series Rules and Regulations, and the additional requirements described above, and I certify that the vehicle described below complies with this Accepted Specification Sheet.

Name: .....

Address: .....

.....

Vehicle Reg No: .....

Signed: .....

Date: .....

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**Step 2 - Please send this signed and dated sheet to the ACTC Championship Secretary**

The ACTC Championship Secretary's address is available on the ACTC website.

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**Step 3 - ACTC Championship Secretary to complete, date, and return to Competitor:**

ACTC Serial No: .....

Vehicle: Dutton Sierra

Signed: .....

Date: .....

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**Proposal from Torbay Motor Club**

**Proposal to reduce the "best counting scores" from 9 to 7**

There's no doubt that doing the whole Championship and getting 9 decent results currently requires significant travel and associated expense. Therefore a proposal is taken the April ACTC meeting to reduce this from the best 9 results to the best 7 for each of the national Championships.

It is expected this will reduce the cost and open-up the Championships, making it more viable for more people successfully gain awards.

If this agreed at the April 2020 ACTC meeting then it is requested to be backdated to include the whole 2020 Events Calendar.

Keith Sanders

Torbay Motor Club

## **Should ACTC join ACU as a non-territorial club?**

I have discussed this matter with ACU secretary Neil Doctor, and he does not see the structure of ACTC being a problem for their club registration. There are a number of pro's and con's to consider.

**PRO** A seat at the Non-Territorial Board Those Car clubs that are adding bikes to their entry portfolio but organize no other events no longer need to join ACU in their own right. ACTC can raise the permits they need on their behalf. Only one ACU club registration to fund A single point of contact for all ACU matters – such as scoring; tyres; outfit configuration. Closer liaison with ACU Trials & Motocross Committee AMCA clubs could use ACTC to raise ACU permits (this would only be significant if ACU were to recognise the ACTC Championship.) ACTC can issue codes for ACU Trials Registration

**CON** Some ACTC Clubs are part of AMCA Not fair on clubs that are and want to remain ACU in their own right. ACTC has to trust organisers to do things properly £50 joining fee £50 annual registration fee (compared to Motorsport UK at £78)

From the ACU website: Affiliation to the ACU as a Non-Territorial Club A Club Affiliation form should be completed and forwarded to the General Secretary at ACU Head Office, Wood Street, Rugby, Warks, CV21 2YX. In order to be considered for affiliation as a Non-Territorial Club, your club must meet the following requirements: • You must have at least 100 registered members resident in England and/or Wales. • You must operate on a non-regional basis. Non-Territorial clubs are normally the larger Road Racing clubs, which operate at several different circuits in England and Wales. A Non-Territorial Club is a Club, Association, Institution or other body or section of such a body connected with motorcycle sport having objectives, activities and membership which does not restrict it to Local Centre membership. <https://www.acu.org.uk/Uploaded/1/Documents/2020-Affiliation-Form-New.pdf>

Current Non-Territorial clubs include MCC; Morgan 3 Wheeler Club; TRF The current chairman of the Non-Territorial Board is Mike Tizard, an MCC regular

SIMON WOODALL

**Copy of Item 18 of the Minutes of the AGM held on Sunday 1<sup>st</sup> September 2019.**

**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 item 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.