

**A Virtual AGM of the Council of ACTC will be held on  
Monday 24<sup>th</sup> August 2020 starting at 19:00hrs.**

An invitation to join the Zoom meeting will be sent to one delegate from each Member Club.

**AGENDA**

1. Introduction.
2. Apologies for absence.
3. Minutes of the Virtual Meeting 17<sup>th</sup> May 2020
4. **Confirmation of Officers.**

President.	Simon Woodall
Vice Presidents.	No Nominations
Chairman.	David Haizelden
Vice Chairman.	Pete Hart
Secretary.	Keith Sanders
Treasurer.	Paul Brooks
Championship Secretary.	John Bell
Class 7 Coordinator.	Pete Hart
Rights of Way Officer.	Andrew Knightly-Brown
Championship Monitor.	Bill Bennett
5. **Other Officers to be ratified at the August AGM.**

Motorcycle coordinator.	Chris Barham is prepared to continue.
Restart Editor.	Pat Toulmin is prepared to continue
Website Manager.	James Shallcross is prepared to continue
Scrutineering Officer.	No volunteers have come forward.
Award Evening Organizing Team.	The Selwood Family are standing down, replacement required.
Tyre Officer.	Pete Hart would like to stand down.
Publicity Officer.	Norton Selwood.
6. **Financial Update.** Paul Brooks
  - 6.1 Updated Accounts for 2019.
  - 6.2 Budget for the 2020.
7. **Covid-19 – Latest MSUK Guidance** Keith Sanders
8. **Technical Committee** Pete Hart
9. **ACTC Rule Changes**
  - 10.1 Vote on the Proposal from the Dellow Register previously circulated and discussed (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 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. ~~A production car, or variants or copies thereof, must not at any time have been available as a kit car.~~

(Allows Dellows Mk1,2,3 and Bucklers Mk5 & 6 in to Class 5)

**Vote to approve this change.**

New Rule A1.7.4

The fitting of any Ford passenger gearbox is acceptable for Dellow Mk1,2,3 and Bucklers Mk5 & 6 (Allows those existing Dellows with side-valve engine and 4 speed gearbox into Class 5)

**Vote to approve this rule.**

The Dellow models 1, 2, & 3 and Bucklers Mk5 & 6 to be added to the list of post war cars accepted in Class 2. (Allows standard Dellows into Class 2)

**Vote to approve this change.**

**10.2 Proposal to reduce the "best counting scores" from 9 to 7** Dave Haizelden  
**Vote to approve this change**

**10.3 ACTC joining ACU as a non-territorial club** Simon Woodall  
**Vote to decide**

**10.4 Relaxation of Wheel and Tyre Sizes** Keith Sanders  
Following mixed feedback the Technical Panel are to consider and draft a revised proposal which will be voted on at April 2021 meeting.  
**For Technical Panel**

**10.5 Proposal from Stroud & District MC** presented at May 2020 meeting that original 50's trials specials should be allowed in Class 5b. **(See Attachment 4) –**  
**Feedback from Clubs**

**10.6 Proposal from Camel Vale MC (Attachment 5)** Alan Keat/Ian Cundy  
a. That Clubs may, at ACTC discretion and subject to availability within the ACTC event calendar, run more than one ACTC Championship Event per year.  
b. That Single Venue Classic Reliability Trials may be eligible for ACTC Championship.  
**For discussion**

10. **Rights of Way Officer report.** Andrew Knightley-Brown
11. **Motorcycle Coordinator's Report.** Chris Barham
12. **Restart – verbal report** Pat Toulmin
13. **Website – verbal report** James Shallcross
14. **Championship Quality - verbal report** Norton Selwood  
Proposal to reinstate the issue Championship Stickers to contenders
15. **MS-UK Trials Committee Report.** Simon Woodall
16. **An Update on the Awards Evening** - The Selwood family are to stand down after the next Awards Evening, currently intended to be March 2021.
17. **Championship**
  - 17.1 Chairman proposal - cancellation of 2020 Championships Dave Haizelden
  - 17.2 Chairman proposal - carry-over 2020 memberships to 2021 Dave Haizelden
  - 17.3 Draft 2021 Event Calendar **(see Attachment 6)** John Bell
18. Offer from MCC – To utilise Online Entry System for all ACTC Events
19. Date, Time & place of next ACTC Council Meeting.

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

## 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 Register Proposal

The Stroud and DMC. committee supports and agrees in principle with the Dellow Register proposal. In particular its objectives of re-invigorating and bringing cars and competitors back into the sport.

The committee's full voting support would require a couple of amendments and one proviso to the original proposal.

1/ With regards the specification for Class 2 cars, we feel there is no need to exclude the e83w 'heavy axle', as this confers no competitive advantage in Classic Trials. (it has less diff. casing ground clearance and the gearing is not ideal for Classics) Its only benefit is its strength over the very fragile std e93a 'Pop' axle components.

2/ With regards the specification for Class 5 cars, we feel allowing pre-crossflow and crossflow Ford Kent engines, or indeed any change of engine from the original 1172 sidevalve as a step too far, and inappropriate for Class 5. Likewise with 5 speed gearboxes.

The proviso for full support from Stroud +DMC would be that this proposal is implemented for a 3 year trial period, and then re-evaluated.

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.

Version June 2012

Camel vale motor club would like to propose the following

1. That Clubs may, at ACTC discretion and subject to availability within the ACTC event calander, run more than one ACTC Championship Event per year.
2. That Single Venue Classic Reliability Trials may be eligible for ACTC Championship.

Regards Alan  
(Alan Keat for Camel Vale Motor Club)

