# 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.

Secretary.

Treasurer.

Championship Secretary.

Class 7 Coordinator.

Pete Hart

Keith Sanders

Paul Brooks

John Bell

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/lan 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**

#### 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."

## 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.

## **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.

#### 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

## **Attachment 2**

## **Dellow Register Proposal 2**

## The Dellow Register Propose

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

#### 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.

## **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.

#### 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)

# ACTC 2021 Schedule

	Issue	4	19th June 2020	ACTO Com	ACTO	Commit	Co-/D'I	Desmark	Dad Deer
2021 Week No	2021 Draft Dates	Event		ACTC Cars Champ 2021	ACTC Invite	Car and M/C Mail List	Car/Bike Class 0?	Pouncy League 2021	Red Rose 2021
1	Sun 3 Jan					Liot			
	Fri 8 Jan	Exeter	мсс	Bonus Round	No	No	Yes-Both	Bonus Round	Bonus Roun
	Sat 9 Jan	Exeter	MCC	Bollus Rouliu	No	No	Yes-Both	Donus Round	Bolius Rouli
2	Sun 10 Jan								
3	Sun 17 Jan								
4	Sun 24 Jan	Clee	MAC	Round 1	Yes	Yes	Yes-Cars	Round 1	Round 1
5	Sun 31 Jan								
6	Sun 7 Feb	Cotswold Clouds	Stroud	Round 2	Yes	Yes	No		
8 9	Sun 14 Feb	Exmoor	North Devon	Round 3	Yes	Yes	No	Round 2	Round 2
	Sat 20 Feb	Exmoor Fringe	VSCC						
	Sat 20 Feb	Northern	Fellside	Round 4	Yes	Yes	Yes-Both	Round 3	Round 3
	Sun 21 Feb	Launceston	L&NCMC		No	No	No		
	Sat 27 Feb	Syde Classic	Stroud		Yes	Yes	No		
	Sun 28 Feb	Camel Heights	Camel Vale						
	Sat 6 March	Derbyshire	VSCC						
	Sun 7 March	Last date for submissio	· ·	o be discussed a	at ACTC A	April meeting			
	Sat 13 March	Herefordshire	VSCC						
11	Sun 14 March	Herefordshire	VSCC		.,				
11	Sun 14 March		Holsworthy		Yes	Yes	No	Round 4	Round 4
11	Sun 14 March	Durham Dales Methoring Sunday	MECVC Bike only	<del>                                     </del>	Yes	Yes	No		
	Sun 14 March	Mothering Sunday  Awards Evening		<del> </del>					
12	Sat 20 March Sun 21 March		Torbay	Round 5	Yes	Yes	No	Round 5	Round 5
12	Sat 27 March	Scottish	VSCC	Round 5	169	169	140	Nound 9	Noulla 3
13	Sun 28 March			1					
	Fri 2 April	Lands End	мсс	Bonus Round	No	No	Yes-Both	Bonus Round	Bonus Roun
	Sat 3 April	Lands End	MCC	2030 1.00110	No	No	Yes-Both		NOUL
	Sun 4 April	Easter Sunday			140	110	100 Dotti		
15	Sun 11 April	ACTC Meeting							
16	Sun 18 April	Presidents	Camel Vale		Yes	Yes	No		
17	Sun 25 April								
	Sat 1 May	Kimber	MGCC						
	Sun 2 May								
19	Sun 9 May								
20	Sun 16 May	Bovey Down	Windwhistle		Yes	Yes	No		
21	Sun 23 May	Yorkshire Dales	A&PMCC	Round 6	Yes	Yes	Yes Both	Round 6	Round 6
22	Sun 30 May								
23	Sun 6 June								
24	Sun 13 June								
25	Sun 20 June								
26	Sun 27 June								
27	Sun 4 July	Testing Trial	MCC						
28	Sun 11 July								
29	Sun 18 July	MECVC Bike Trial	MECVC		Yes	Yes	Yes		
29	Sun 18 July	Last date for submissio	ns for agenda items to	o be discussed a	at AGM				
30	Sun 25 Jul								
31	Sun 1 Aug								
32	Sun 8 Aug			ļ					
33	Sun 15 Aug			ļ					
34	Sun 22 Aug								
35	Sun 29 Aug	ACTC AGM		<u> </u>					
36	Sun 5 Sept	Exmoor Clouds	Minehead	Round 7	Yes	Yes	No	Round 7	Round 7
37	Sun 12 Sept				<b></b> _				
38	Sun 19 Sept	Taw & Torridge	Holsworthy	Round 8	Yes	Yes	No	Round 8	Round 8
39	Sun 26 Sept	Falinkows	MCC	Daniel B		A1.	V 5 ::	Dames D	D
40	Sat 2 Oct	Edinburgh	MCC	Bonus Round	No	No	Yes-Both	Bonus Round	Bonus Rour
40	Sun 3 Oct	\\/ -   -  -	V000	1					
44	Sat 9 Oct	Welsh	VSCC	1					
41	Sun 10 Oct	Welsh	VSCC	1	V	Var	NI-		
41	Sun 10 Oct	Mechanics	Stroud	<del>                                     </del>	Yes	Yes	No		
41	Sun 10 Oct	MECVC Bike Trial	MECVC	Pound 0	Yes	Vac	Na	Down d O	Daniel C
42	Sun 17 Oct	Tamar	L&NCMC	Round 9	Yes	Yes	No	Round 9	Round 9
43	Sun 24 Oct	Kurlo	Poce & Diet-i-t	Bo	V	Vac	Na		
44	Sun 31 Oct	Kyrle Tarka	Ross & District	Round 10	Yes	Yes	No No	Round 10	Round10
<b>44</b> 45	Sun 7 Nov	Tarka  Rodmin Cardinham	North Devon	<del>                                     </del>	Yes Yes	Yes Yes	No No	Nouriu 10	Nouriari
46	Sun 7 Nov Sat 13 Nov	Bodmin Cardinham Lakeland	VSCC	<del>                                     </del>	168	162	INU		
	Sun 14 Nov	Remembrance Sunday	V 3000	<del>                                     </del>					
	Sat 20 Nov	Cotswold	VSCC	<del>                                     </del>					
	Sat 20 Nov	Hardy	Woolbridge	Round 11	Yes	Yes	Yes-Cars	Round 11	Round 11
48	Sun 21 Nov	Allen	BMC&LCC	Round 11				Nouna 11	NOUNU 11
40	Sun 28 Nov			Nound 12	Yes	Yes	No	Round 12	Round 42
	IJUII ZO NOV	Neil Westcott	Exmoor	1	ļ		ļ	Round 12	Round 12
48		Camel Classic	Camel Valo	Dound 42	Vaa	Vac	No	Dound 43	Danna 40
48 49	Sun 5 Dec	Camel Classic	Camel Vale	Round 13	Yes	Yes	No	Round 13	Round 13
48		Camel Classic	Camel Vale	Round 13	Yes	Yes	No	Round 13	Round 13