



Please Reply to:-

6 Echells Close  
BROMSGROVE  
Worcs.  
B61 7EB

Tel: 01527 878388

E-Mail: [Adrian@tpeake.screaming.net](mailto:Adrian@tpeake.screaming.net)

Minutes of the AGM of the ACTC Council held at the Portcullis Inn, Tormarton, on 29<sup>th</sup> September 2002

PRESENT:

Roger Pole	President
Simon Woodall	Chairman / VW OC
Andrew Brown	Rights of Way + PR
Chris Phillips	Championship Secretary
Simon Robson	Cl. 7 Co-Ordinator
Barbara Selkirk	Treasurer / VW OC
Adrian Tucker-Peake	Secretary
Pat Toulmin	Restart Editor
Alan Foster	Vice President & Tech. Panel
Pete Hart	Bristol Motor Club
Mark Tooth	"
Hans Viertel	Camel Vale Motor Club
Mike Pearson	Falcon Motor Club
Terry Mattin	Holsworthy Motor Club
Jim Wood	"
Robin Moore	Launceston & N. Cornwall Motor Club
Mike Furse	Motor Cycling Club
Ken Green	"
Bill Bennett	MG Car Club
Jonathan Toulmin	Midland Automobile Club
Steve Knight	N. Devon Motor Club
Neil Forrest	Ross & District Motor Sports
Gill Hayward	Stroud & District Motor Club
Barry Clarke	Vintage Sports Car Club

The meeting followed the draft agenda circulated on 21<sup>st</sup> August 2002

02/20 INAUGURATION OF OFFICERS

Chris Phillips was welcomed as the Association's new Championship Secretary.

02/21 APOLOGIES FOR ABSENCE

Received from: John Barthram, Tom Goggin, Dave Haizelden, Martyn Halliday, Adrian Marfell, Brian Osborne, Tim Whellock, Martin Willis and Robin Moore (who arrived at 2.30)

02/22 MINUTES OF COUNCIL MEETING 19 May 2002

Approved and signed with an amendment to draft wording 02/12

Minutes acceptance:        - proposed: Bristol MC  
   - seconded: MAC

Vote carried

02/23 MATTERS ARISING

All matters are covered by agenda items below

02/24 ACTC CLUB MEMBERSHIP

(Ref. 02/4/1) Written and verbal contact had been maintained with S&HMC: despite the enthusiasm of Mike Jones, the club lacks sufficient support to fill all the necessary posts to run a trial and the club maintains its stance of last year.

There have been no applications or withdrawals.

02/25 FINANCIAL REPORT

02/25/1 B.Selkirk reviewed the forecast to end year against actual 2002 spend to date (Attachment 02/25/1A). Profitability expectations are good, reflecting a wide take-up of championship contenders after the doldrums of 2001, plus a welcome rise in Restart advertising revenue.

02/25/2 For the 2003 budget, the club contribution will rise to £40, anticipated to remain stable for 3 years. Attachment 02/25/2A

The £300 subscription to BBTC will continue if membership is considered to prove worthwhile in future.



## 02/26 MSA TRIALS COMMITTEE

S. Woodall attended the 6<sup>th</sup> August event, finding it to be a particularly quality meeting, though there were no issues of immediate concern to the Association. Attachment 02/26A.

## 02/27 TECHNICAL MATTERS

02/27/1 (Ref. 02/9/1) Tyres: S.Robson advised that the updated tyre list is still in preparation.

**Action: S.R. & M.McDonald to monitor tyres and issue updated list**

02/27/2 (Ref. 02/9/2) Cl. 7 Certification: Comprehensive vehicle checks made by Pete Hart continue to cause difficulty because the specified dimension varies with ride height and engine type. Proposals, beginning with Marlin spec. sheets, will be presented at the next Council meeting.

**Action: S.R. & P.Hart to refine and present the Marlin spec. sheet**

02/27/3 (Ref. 02/9/3) Axle Mods: To prevent the undesirable spread of axle banjo modifications seen on R.Bricknell's Vincent, there is a need for changes to spec. sheets for all kit cars, clarifying the anomaly between M.6.8.3 and individual spec. sheets. All ACTC events should refer the entrant back to the ACTC class definition, and the associated spec. sheet which takes precedence over M.6.8.3. Recommended wording for a future 'tightened up' M.6.8.3 may read as below, upon which clubs are invited to comment. This will apply to all cars, not just Cl. 7.

"M.6.6. Springs and shock absorbers

Springs and shock absorbers may be changed and additional springs and shock absorbers may be fitted. Anti tramp bars, anti roll bars, Panhard rods and Watt linkages are permitted. The original springing system and spring mounting points must be retained in operational use, e.g. leaf spring systems must retain at least the minimum number of leaves specified by the manufacturer and must not be replaced by coil or other springing systems"

**Action: Clubs to review and feed back to Tech. Panel**

## 02/28 RIGHTS OF WAY REPORT

02/28/1 A Brown issued his report (Attachment 02/28/1A). In answering questions, Andrew expanded on the structure of the BBTC, which co-incidentally was again meeting today.

The Council is an advisory body of user groups, recommending actions for the BB Trust to carry out. LARA is equally an 'umbrella' grouping of user groups, so instead of seeking membership of the BBTC, it has recommended that individual organisations to take up their own membership. Currently, the BBTC lacks two significant user groups, i.e. the MSA (ACTC are currently the only group

representing the competitive motorized user) and the Ramblers (who do not subscribe to the principals of RoW for all).

R Moore enquired the status of the Local Access Forum. AB replied that almost no action had been taken by most counties. RM reported the status in Cornwall, representing ACTC, Camel Vale and L&N Cornwall: the Countryside Access Group still exists, 'prodding' the Forum into action. It operates via workshops, though RM expressed concern about an imbalance of 'ramblers' vs. 'wheeled fraternity'.

**Action: RM to forward status to AB**

02/29 PUBLIC RELATIONS

02/29/1 AB's report attached (02/29/1A). Simon Woodall added that the next edition of Motorsports Now! is expected to feature MCC / ACTC.

02/30 RESTART / WEBSITE

02/30/1 P.Toulmin reported her satisfaction with the production of Restart, but reiterated her request for clubs to include her on their results circulation (Ref 02/14/1), by simply generating an additional reply label.

02/30/2 Web site photograph files have been reduced for faster loading, and PT reminded all that the 'Feature' page is available for 'instant' material and use by everyone.

R Moore forwarded comments that the site appears not to have been updated frequently – PT replied that it is updated 4 times a year matching Restart issue times, but it needs new material to warrant 'news' and is naturally more dormant through summer months.

02/30/3 (Ref 02/15/2) A Brown reported that club oriented web contact addresses are not feasible.

02/31 LIMITED COMPANY ISSUES

B. Selkirk provided the details of ACTC as a limited company (Attachment 02/31A) She pointed out that preferably the Association should have access to another auditor, not necessarily qualified.

**Action: BS to request a volunteer through Website & Restart**

02/32 ANY OTHER NON-CHAMPIONSHIP BUSINESS

02/32/1 R.Pole questioned the difficulty experienced in trial-by-trial demand for NES letters of acceptance. MCC require the original letter to be sent with an entry, meantime making it unavailable for required inspection at signing on for ACTC events. Discussed views included:

- its too valuable to post so I send a copy



- its valid for 4 years, so why inspect frequently
- duplicates are readily available
- would photocopies be agreeable to Marsh & MCC

**Action: R.Pole to seek advice from Marsh**

02/32/2 A.Foster advised that universal legislation forbids the carrying & discharge of BCF Halon fire extinguishers from 01/2003, so competitors and scrutineers should be reminded to check their units.

**Action: D Haizelden to advise scrutineers**

02/32/3 G.Haywood stated that SDMC had been asked to provide a Risk Assessment form to the Woodlands Trust in order to gain permission for land use on the Mechanic's Trial. It was anticipated that all member clubs will in future need to have such a document available so a standard document is required.

**Action: AT-P to generate draft for discussion, supply to GH, then to clubs**

02/32/4 SDMC had been alerted to a vagary in MSA regulation K.12.10.2 which implies that timed special tests could not be a feature of Classic Trials.

**Action: A.Foster to resolve with MSA**

## 02/33 CHAMPIONSHIP REPORTS

02/33/1 Championship: C.Phillips reported a healthy status, with 5 different classes represented in the top 5 positions of the Crackington Cup, and many ladies doing well in the Navigator's League.

Similarly to P.Toulmin's request, CP also asked organizing teams to send him hard copy of event results, and also copies of signing on sheets and entry lists, filling in the 'TBA' blanks for points credit.

**Action: all clubs to supply information automatically**

S.Woodall reminded clubs that he has available a well proven results spreadsheet in Excel 97 for use by all.

02/33/2 Championship Quality: D.Haizelden sent his report covering the first 4 2002 events (Attachment 02/33/2A). The report included reference to quality point scoring, a system which requires explanation in Restart.

**Action: DH to summarise quality points scoring principle**

N.Forrest observed that whilst many clubs stipulate minimum tyre pressures to address class / weather situations, some are not seen to be policing this 'in the field' so appear lax to competitors

**Action: DH to forward comments to clubs**

02/33/3 Motorcycle Champ: R.Dawe advised in his absence that he expected to conclude his duties by end-2003 and to hand over to the new controller, Tom Beckerleg, in due course.

02/34 2002/3 TRIALS CALENDARS

C.Phillips advised that the calendars for 02 & 03 remain in place, though J. Toulmin reported that due to difficulties with the Manx authorities, that trial due Week 18 is looking less likely. Attachment 02/34A

B.Clarke requested a continuing reference to VSCC events in the ACTC calendar

02/35 OTHER CHAMPIONSHIP BUSINESS

(Ref. 02/12) M. Chatwin has supplied estimates for trophy repair work to be carried out by end 2002.

02/36 DATE, TIME & PLACE OF NEXT MEETING

Sunday 11th May 2003, venue Portcullis Inn, Tormarton unless advised otherwise

Signed Adrian Toulmin

Dated 4 November 2002

Approved at Council [Signature]

Dated .....

AH 02/25/1A

Association of Classic Trials Clubs Ltd  
Founded 1 July 1978

Submitted to Committee meeting on 29.9.02 by Barbara Selkirk based on Bank Accounts @ 31.8.02

	BUDGET	FORECAST - 31.12.02	ACTUAL - 31.8.02
	Total	Total	Total
Bank accounts @ 1.1.02	£ 5,243.05	£ 5,243.05	£ 5,243.05
Plus 2002 income in advance in Bank	£ 2,663.00	£ 2,663.00	£ 2,663.00
<b>Income</b>			
Clubs - Cars 22 @ £39	858.00	897.00	897.00
Clubs - Bikes 11 @ £15	165.00	165.00	165.00
Advertising income	210.00	359.50	359.50
Championship contenders	3,135.00	3,127.00	3,127.00
Bank Interest	0.00	30.00	78.95
<b>Total Income</b>	<b>4,368.00</b>	<b>4,578.50</b>	<b>4,627.45</b>
<b>Expenditure</b>			
Feb Restart	375.00	255.00	255.00
Feb Restart postage	80.00	70.29	70.29
June Restart	375.00	254.00	254.00
June restart postage	80.00	72.97	72.97
General Secretary's expenses to 30.6.02	50.00	68.83	68.83
October Restart	375.00	300.00	
October Restart postage	80.00	80.00	
Championship stickers	50.00	50.00	
Postage for Championship Monitor	75.00	75.00	
Postage of regulations & cards	50.00	50.00	
Trophies engraving	500.00	500.00	
Trophies insurance	100.00	100.00	
Meeting room hire	150.00	100.00	100.00
Xmas Restart	375.00	375.00	
Xmas Restart postage	80.00	80.00	
Championship regs	220.00	220.00	
ACTC promotional material	175.00	175.00	
Web Site	190.00	190.00	
Championship cards	30.00	0.00	
MSA annual Fee	50.00	48.00	
Meeting room hire	150.00	100.00	
Byways & Bridleways	20.00	20.00	
Lara Subscription	18.00	18.00	
General Secretary Expenses to 31.12.02	75.00	75.00	
Limited company ongoing expenses	25.00	25.00	
NEC/Show costs	100.00	100.00	
BBT	0.00	300.00	
Transfer to Fighting Fund	500.00	500.00	300.00
<b>Total Expenditure</b>	<b>4,348.00</b>	<b>4,202.09</b>	<b>1,121.09</b>
<b>Profit/Loss for year @ 31.12.02</b>	<b>£ 20.00</b>	<b>£ 376.41</b>	<b>£ 3,506.36</b>
<b>Bank Balance - Reserves b/fd</b>	<b>£ 5,243.05</b>	<b>£ 5,243.05</b>	<b>£ 5,243.05</b>
		<b>Total</b>	<b>£ 8,749.41</b>

Represented by - 2 Bank Accounts @ 31.8.02 Current a/c 392.48  
Deposit a/c 8,356.93  
**TOTALS £ 8,749.41**

Difference

0.00



ASSOCIATION OF  
CLASSIC  
TRIALS  
CLUBS



## 2003 - Budget Income & Expenditure

## Budget

Reserves/Rights of Way Contingency Fund @ 1.1.2003

3,000.00

Bank accounts estimate @ 1.1.2002

3,800.00

### Income

Clubs - 23 @ £40	920.00	
Motorcycle Championship Clubs 11 @ £15	165.00	
Advertising income	295.00	
Championship contenders 180 @ £15.00 + 30 @ £10	3,000.00	4,380.00

### Expenditure

Feb Restart	375.00	
Feb Restart postage	80.00	
June Restart	375.00	
June restart postage	80.00	
General Secretary's expenses	50.00	
October Restart	375.00	
October Restart postage	80.00	
Championship stickers	50.00	
Postage for Championship Monitor	75.00	
Postage of regulations & cards	50.00	
Trophies engraving	500.00	
Trophies insurance	100.00	
Meeting room hire	150.00	May
Xmas Restart	375.00	
Xmas Restart postage	80.00	
Championship regs	220.00	
ACTC promotional material	200.00	
Web Site	190.00	
Championship cards	30.00	
MSA annual Fee	50.00	
Meeting room hire	150.00	Sept
Byways & Bridleways	20.00	
Lara Subscription	18.00	
Secretary Expenses	75.00	
Limited company ongoing expenses	25.00	
Taxation	20.00	
NEC/Show costs	100.00	
BBT	300.00	
<b>Total Expense</b>		<b>4,193.00</b>

Profit/Loss for year

187.00

Bank accounts @ 31.12.03

3,987.00

Reserves/Rights of Way Contingency Fund @ 31.12.02

3,000.00

Retained Earnings for Year 2003

=====

**£6,987.00**

-----



## Report on the MSA Trials Committee 6<sup>th</sup> August 2002

Although only two action points came out of the meeting, it was one of the most lively and positive ones I have been to for some time.

**Wheels & Tyres in PCT's** As more cars as supplied with lower profile tyres, and as aftermarket alloys become popular extras, more of these cars come into the PCT theatre. Lower profile tyres are a distinct disadvantage as they do not react so well to lower pressures, and in their normal state offer markedly lower grip on unsealed surfaces. The committee therefore proposed to relax the rigid rules regarding wheels and tyres, and to replace M.7.7.1 with one that states that vehicles "may use wheel from any version of the same make and model." This will not appear in the Blue Book, as it was proposed too late. It will appear in the 2003 MSA Production Car Trials Championship Regulations which makes it a defacto rule.

Organisers may add the rule to their Supplementary Regulations. They should note that unlike our own rules, PCT cars are not allowed to change braking systems, even within the model range. So if a "GT" version has larger diameter wheels with low profile tyres to make more room for bigger brakes, if a smaller diameter wheel from a shopping version will not fit over the large brakes, it cannot be used. Similarly, unlike our own rules, items homologated into Groups 1 or N but not offered on a showroom model may not be used.

**MoT's in PCT's** During the latter part of 2001 much discussion was held on the need for MoT's in PCT's after a request from a club to consider dropping this ruling. At the time a number of alternatives were considered, none of which turn out to be practical, so the MoT's remain. A formal reply was sent to the club in question but they were unhappy with this and asked the committee to revisit the question. The committee was in sympathy with the club's problem. This is that there are a number of members who's main interest is another discipline but who like to take in the odd PCT out of season but for whom this occasional outing does not justify the cost of Testing their preferred vehicle. As the club in question is a member of ACTC, and one of their correspondents is a member of the MCC committee, it is worth emphasising that the MSA committee bent over backwards and spent much time in trying to come up with a solution to their problem. But the bottom line is that an MoT is a form of safety check, and in these modern litigious times to remove a form of safety check from the rules is a complete non starter.

**RIGHTS OF WAY REPORT**  
**Report to the ACTC Council – 29<sup>th</sup> September 2002.**

**9.1 COUNTRYSIDE AND RIGHTS OF WAY ACT**

- .1 The proposal to re-classify RUPPs as Restricted Byways (no vehicular access) is still the most pressing issue for classic trialling. The most recent DEFRA timetable proposes a three-month consultation period starting shortly, with possible implementation now planned for late 2003/early 2004. I will be tracking this through our contacts with LARA and BBTC.
- .2 My understanding is that DEFRA are aware of the anomaly in the current CROW Act with regard to the lack of provision for the authorisation of motor sport events on Restricted Byways and intend to remedy this as part of the consultation process.
- .3 I have identified Gloucestershire, Shropshire and Somerset as the three counties most likely to be affected by the RUPP reclassification. We need to re-check all the sections in current use to ensure that we know which are recorded on the Definitive Map as RUPPs, even if they are also recorded on the List of Streets. I will deal with Gloucestershire; MAC have offered to deal with Shropshire; I would like volunteers to deal with Somerset. This will require a visit to County Hall after briefing from me.

**9.2 THE TRIALS SECTION DATABASE**

- .1 Maintenance continues based on route cards received for 2002 events. Nothing else to report.

**9.3 BYWAYS AND BRIDLEWAYS TRUST COUNCIL**

- .1 Second meeting taking place concurrent with this meeting. I will circulate any relevant information of general interest.

**9.4 14/28 DAY RULE**

- .1 The proposed changes have been shelved, probably indefinitely. Thanks to all those clubs and individuals who wrote to their MPs as requested.

Attachment 02/29/1A

**PUBLIC RELATIONS REPORT**  
**Report to the ACTC Council – 29<sup>th</sup> September 2002.**

**10.1 GENERAL**

- .1 Nothing to report.

**10.2 NEC SHOW**

- .1 Bill Bennett has offered to organise our stand at the Show.

*Andrew Brown*  
*29<sup>th</sup> September 2002.*



## **Report for the first Four ACTC Championship Events for 2002**

The general consensus of opinion from those who have been asked to complete Observers Reports is that all four events have on the whole have been very good.

The weather has played a part in some of the observers' reactions as the North Devon Trial was very wet and we had the complete opposite with the Kyrle Trial being very dry. There has been some imaginative thinking by the organisers of both the Clee Hills and the Kyrle Trial in the way in which the events have been scored which has helped lower class vehicles to win overall.

### **Clee Hills Trial (4 of 5 reports received)**

The Clee Hills Trial held on 20<sup>th</sup> January 2002 attracted an over subscribed entry of 80 competitors which left on a dry day with the Sky TV crew in close attendance of certain competitors. The lower classes were not able to participate in Round Oak which left them a drive of over 40 miles without a competitive section. A few problems were encountered at the entrance to the Hungerford section which may need to be addressed. Congratulations should be given to Simon Woodall for getting a lower class car to win overall. There were no complaints about scrutineering or the trial itself from 4 observers on the event and the event scored 118 points.

### **North Devon Trial (5 of 5 reports received)**

The North Devon Trial was held on 27<sup>th</sup> January 2002 in poor weather conditions which due to a swollen river contributed to a loss of two hills. The main complaint on this event was the clean or fail scores on several hills which appears to be confusion to the scoring when writing 0 or 6 in adverse conditions and with the removal of Jenni Wren the entire event finished with who could climb the highest on Floyd's Bank winning the event. There were no complaints about scrutineering or the event from 5 observers on the event and the event scored 119 points.

### **Northern Trial (4 of 5 reports received)**

The Northern Trial was held on 16<sup>th</sup> March 2002 in excellent weather conditions for Cumbria. A small contingent of ACTC regulars travelled up to Cumbria for this event and started from an interesting venue, namely the Carlisle Racecourse. The reports received on this event commented on the length of section 2 and the requirement of more challenging hills. Congratulations should go to the organisers of this trial who have been beset by problems outside of their control on several occasions. Fellside Club should be advise to look at more Northern Clubs to take part in this enjoyable event. There was one complaint about the final instructions not turning up. There were 4 observers reports submitted. The point score for this event was 124.

### **Kyrle Trial (5 of 5 reports received)**

The Kyrle Trial was held on 14<sup>th</sup> March 2002 in dry weather conditions. The dry weather conditions completely altered the event and with the relief scoring on hills one and two a lower class car won overall. A particularly note worthy item in the final instructions was a scrutineering item list that left the competitor in no doubt what the scrutineer would be looking for. It would be of benefit to the rest of the trials organisers in the championship to adopt this form. In view of the dry conditions and the fact that the lower classes very nearly all cleaned the last 7 sections indicates an opportunity was missed to make the event more difficult. There were 5 observers reports submitted with a point score of 116 points for this event.



S. Woodall attended the 6<sup>th</sup> August event , finding it to be a particularly quality meeting, though there were no issues of immediate concern to the Association.  
Attachment 02/26A.

02/27     TECHNICAL MATTERS

02/27/1 (Ref. 02/9/1) Tyres: S.Robson advised that the updated tyre list is still in preparation.

**Action:        S.R. & M.McDonald to monitor tyres and issue updated list**

02/27/2 (Ref. 02/9/2) Cl. 7 Certification: Comprehensive vehicle checks made by Pete Hart continue to cause difficulty because the specified dimension varies with ride height and engine type. Proposals, beginning with Marlin spec. sheets, will be presented at the next Council meeting.

**Action:        S.R. & P.Hart to refine and present the Marlin spec. sheet**

02/27/3 (Ref. 02/9/3) Axle Mods: To prevent the undesirable spread of axle banjo modifications seen on R.Bricknell's Vincent, there is a need for changes to spec. sheets for all kit cars, clarifying the anomaly between M.6.8.3 and individual spec. sheets. All ACTC events should refer the entrant back to the ACTC class definition, and the associated spec. sheet which takes precedence over M.6.8.3. Recommended wording for a future 'tightened up' M.6.8.3 may read as below, upon which clubs are invited to comment. This will apply to all cars, not just Cl. 7.

"M.6.6. Springs and shock absorbers

Springs and shock absorbers may be changed and additional springs and shock absorbers may be fitted. Anti tramp bars, anti roll bars, Panhard rods and Watt linkages are permitted. The original springing system and spring mounting points must be retained in operational use, e.g. leaf spring systems must retain at least the minimum number of leaves specified by the manufacturer and must not be replaced by coil or other springing systems"

**Action:        Clubs to review and feed back to Tech. Panel**

02/27/4 (Ref. 02/9/5) CVH engine: Technical panel agreed that M.6.4.1. permits the use of alternative engine cylinder blocks, such as the Ford CVH unit into a RWD Ford Escort. The term 'configuration' may need better definition in future, in addition to the validity of this rule which might simply state 'the same family of cylinder block'. J.Wood was invited to proceed, subject to inspection verifying that the associated bellhousing, gearbox and engine mountings remained in their original locations as stipulated in M.6.4.2.

**The AGM of the Council of ACTC will be held:**

Sunday 29<sup>th</sup> September 2002 at 2.00 pm.

At the Portcullis Inn, Tormarton (nr. M4 jn. 18)

NB: delegates will be able to purchase lunch from approximately 12.30 pm, and tea will be provided at the meeting

**AGENDA**

1. Inauguration of:
  - Championship Secretary
  - Officers continuing to serve
2. Apologies for absence
3. Minutes of Previous Meeting (Council Meeting held 19<sup>th</sup> May)
4. Matters arising therefrom (see action list below)
5. ACTC Club membership
6. Financial report – Barbara Selkirk
  - 6.1 To approve accounts for the period to December 2001
  - 6.2 Update on financial status and budget for 2003
7. MSA Trials Committee report – Simon Woodall
8. Technical matters – Simon Robson
9. Rights of Way report – Andrew Brown
10. Public Relations report
  - 10.1 PR – Andrew Brown
  - 10.2 NEC Show
11. Restart / website report – Pat Toulmin
12. Limited Company issues – Barbara Selkirk
13. Any other non-championship business
14. Championship reports
  - 14.1 2002 championship – Giles Greenslade / Chris Phillips
  - 14.2 Championship monitor – D.Haizelden
  - 14.3 Motorcycle championship – R.Dawe
15. Trials Calendar – Giles Greenslade / Chris Phillips
  - 15.1 Calendar for 2003
16. Any other Championship business
17. Date, time & place of Council Meeting.



## ACTION LIST

02/4/1	Maintain dialogue with Sheffield & Hallamshire M.C.	AT-P / S.W.
02/7/1	Viability of valuable trophy insurance	B.S.
	Advise Council of Norton Malreward appeal costs	A.B.
02/7/2	Generate new letter heading to show Association's Limited Company	B.S.
02/9/1	Update and issue tyre list	S.R.
02/9/2	Co-ordinate discussion of Cl. 7 spec. sheet validation	S.R.
02/9/3	Generate ruling regarding application of M.6.8.3	S.R.
02/9/4	Establish monitoring of twin spare wheels on saloons	D.H.
02/9/5	Guidance to Jim Wood re. Ford CVH engine	Tech Panel
02/10/1	Lobby MP's and claim RUPPs as BOATS	Clubs
02/12	Implement operational recommendations	D.H.
02/14/1	Restart editor to be supplied with trials results	Clubs
02/15/1	Supply officers with 2002 O&D listing	AT-P
02/15/2	Feasibility of club oriented web contact addresses	A.B.
02/16/2	Viability and leadership of motorcycle championship	Clubs
02/17	Trophy repair and replacement	M.C.
02/18/3	Feedback to A.Foster on credibility of Cl. 8 vehicles	All