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Minutes of the AGM of the ACTC Council held at the Portcullis Inn, Tormarton, on 28<sup>th</sup> September 2003

PRESENT:

Robin Moore	President
Simon Woodall	Chairman / VW OC
Andrew Brown	Rights of Way + PR
Barbara Selkirk	Treasurer / VW OC
Adrian Tucker-Peake	Secretary
Keith Johnston	Motorcycle Co-ordinator
Pat Toulmin	Restart Editor
Pete Hart	Bristol Motor Club
Kelly Thomas	Camel Vale Motor Club
Tristan White	"
Mike Pearson	Falcon Motor Club
John Hayes	M.C.C.
Bill Bennett	MG Car Club
Jonathan Toulmin	Midland Automobile Club
John Barthram	N. Devon Motor Club
Steve Knight	"
Neil Forrest	Ross & District Motor Sports
Andy Webb	Woolbridge Motor Club
Sue Webb	"

The meeting followed the draft agenda circulated on 18<sup>th</sup> August 2003

### 03/20 INAUGURATION OF OFFICERS

Robin Moore was welcomed as the Association's new President.

### 03/21 APOLOGIES FOR ABSENCE

Received from: B.Clarke, A.Foster, T.Goggin, G.Greenslade, D.Haizelden, A.Marfell, B.Osborne, R.Pole, S.Robson, J.West and M.Willis

### 03/22 MINUTES OF COUNCIL MEETING 11 May 2003

Approved and signed with an amendment to draft wording in 03/14/2

Minutes acceptance: - proposed: Woolbridge  
- seconded: MAC

Vote carried

### 03/23 MATTERS ARISING

All matters are covered by agenda items below

### 03/24 ACTC CLUB MEMBERSHIP

There have been no applications or withdrawals.

However, Sidcup & DMCC and 750 MC continue in arrears so their future level of interest will be checked, and Morgan Sports Car Club's new delegate is to be sought (Ref. 03/7/1)

### 03/25 FINANCIAL REPORT

03/25/1 B.Selkirk sought approval for the 2002 accounts:

- proposed: Bristol  
- seconded: Woolbridge

Vote carried

03/25/2 For the 2004 budget, provision is made for increasing the club contribution to £40 (missed in 2003), aiming to balance the funding share between clubs and championship contenders, Attachment 03/25/2A

- proposed: M.A.C.  
- seconded: MG C.C.

Vote carried

## 03/26 THE MSA TRIALS COMMITTEE

S. Woodall highlighted two topics from his report circulated with the agenda, which stimulated discussion, i.e.:

03/26/1 Short cars – if an organiser wishes to accept an entry from a vehicle with a wheelbase of less than 72", they must apply for a waiver from the MSA for insurance purposes. This measure is intended to avoid prohibiting production cars such as the Smart.

J.Toulmin voiced concerns about the potential stability risks of such vehicles on our acute gradients, suggesting that club SR's might specifically exclude them. Debate referred to the following points:

- a) ACTC has classes for production cars, but not all production cars (eg. 4WD) are eligible
- b) some short cars are not necessarily tall, and all production models will have passed Type Approval safety tests
- c) clubs could feel under pressure to accept such short cars if they were entered in the championship

It was agreed that more research is required before a recommendation or ruling can be made with confidence, and that an article be prepared to review the matter publicly in Restart.

03/26/2 Weight distribution – this parameter is being researched and pursued by A. Foster: it may prove to be the next 'performance controller' after tyre pressure restrictions.

03/26/3 (Ref. 03/15/3) Special tests – see item in report.

## 03/27 TECHNICAL MATTERS

03/27/1 (Ref. 02/9/2) Testing of differentials – at the previous Council meeting, the inconsistency of testing for LSD's had been highlighted. T.White followed up by noting that a very small number of trials competitors suspected of using the Quaife LSD had been able to pass the roller test, for example by slipping the car's clutch. It was agreed that ACTC requires:

- a) a more rigorous method for differential testing
- b) a more consistent application of this method
- c) more severe penalties for those breaking the rules

For (a) S.Woodall advised that Sheffield University, commissioned by Sheffield & Hallamshire M.C. have built a prototype LSD test unit comprising a pair of rollers and a brake, which should be capable of identifying all forms of limited slip characteristics. Once proven, it could be used for spot checks at each event.

For (b) T.White endorsed the previous idea for regional 'master scrutineers', who could personally supervise some tests, train others to conduct the test, and monitor the findings throughout the championship.



For (c) B.Bennett and B.Selkirk suggested that penalties for cheating should be more severe, for example full reporting and one year's exclusion. Additionally, if a query arose, the transmission unit should be sealed immediately.

- Actions:**
- S.W & T.W to progress regional scrutineers
  - T.W to produce a diff. test method recommendation for consideration by Technical Panel
  - S.W to monitor diff. tester developments
  - Council to define rule change and test guidance once data & tools available

03/27/2 (Ref. 02/9/2) Cl. 7 Certification: P. Hart reported that the final wording for the Marlin specification sheet has now been issued by the Technical Panel and is attached (Ref. Sept.2003). His work has included developing the method to be applied to all Cl. 7 competitors, so it will move on to the Liege immediately, then others.

The method will rely upon the entrant to source the sheet, check eligibility, sign the declaration and present to the scrutineer along with an MOT as usual.

Scrutineers could have blank sheets for new entrants to sign if applicable on the day of the event.

The Championship Secretary will log these sheets so entrant s can be updated as necessary.

It was noted that ACTC might need a penalty clause as per 03/27/1c.

- Action:** P.H & S.R to implement Cl.7 specification sheets through 2004, to be compulsory by 2005

03/27/3 (Ref. 03/9/5) Motorcycle tyres: No further comments from MCC

- Action:** Motorcycle championship co-ordinators to formulate recommendations

## 03/28 RIGHTS OF WAY REPORT

03/28/1 A.Brown issued his report (Attachment 03/28/1A)

- Action:** clubs to advise A.B of 'motor vehicle friendly' LAF members

R.Moore reported that he had been voted in as chairman of the Cornwall LAF, with a good position to represent motor sports: county officials in that area have a good understanding of motorized useage.

03/28/2 A.B. summarised the survey of motor vehicle rights of way by 'national organizations', for which he had compiled a response on behalf of ACTC, Attachment 03/28/2A

## 03/29 PUBLIC RELATIONS

03/29/1 A.Brown's report attached (03/29/1A). B.Bennett reported that all preparations were in hand for the Classic Motor Show at NEC on 8<sup>th</sup>/9<sup>th</sup> November. The smaller stand has space for 3 cars and one outfit: a duty roster has been distributed and discounted tickets are available through our web site.

P.Toulmin showed Council her new A2 montage posters for display at this and future shows, while the A4 coloured flyers are being re-written.

03/29/2 (Ref. 03/13/2) Historic Motorsport Show: with B.B. offering to take on organization, the costs being reduced, and the potential co-operation with MCC, the proposition appeared to be more attractive so was voted upon:

Proposed: VWOC

Seconded: Bristol

Vote carried

**Action:** - B.B to proceed with arrangements for NEC and HMS  
- Council to review HMS after first attendance

#### 03/30 RESTART / WEBSITE

03/30/1 The Web site is now on 'FastHosts', which offers cost savings and easier management

P.T. requested that organizers E Mail addresses be included more frequently in SR's.

**Action:** clubs to adopt more prominent use of E Mail

#### 03/31 LIMITED COMPANY ISSUES

(Ref 02/31) B.Selkirk reminded Council that preferably the Association should have access to an auditor, not necessarily qualified, and that no volunteer had been forthcoming.

**Action:** B.S to approach Peter Chantler

#### 03/32 ANY OTHER NON-CHAMPIONSHIP BUSINESS

03/32/1 Entrants were reminded to 'support those who support us' and if in need of suitable insurance, to first consider Competition Car Insurance who contribute financially via advertising in Restart.

#### 03/33 CHAMPIONSHIP REPORTS

03/33/1 Championship: C.Phillips' report was summarised to Council, Attachment 03/33/1A.

03/33/2 Championship Quality: With just two further events held, there was nothing of significance to report from D.Haizelden.

03/33/3 Motorcycle Championship: Council was pleased to welcome Keith Johnston who, with Tom Beckerleg, will operate this championship. Keith has been a member for 5 years, and with Tom has a good network throughout the riders. Three key roles will be to:

a) stimulate interest through Restart articles



- b) collate a register of riders
- c) formulate proposals for rules

**Action: K.J & T.B to develop m/cycle champ. and proposals for Council**

#### 03/34 2002/3 TRIALS CALENDARS

03/34/1 2003 – no issues.

03/34/2 2004 – see C.Phillips' report, and updated calendar Attachment 03/34/2A. A.Brown observed that Cornish clubs are not consistent in their use of mailing lists, and that the requirement upon the entrant to source regs. is not clear from the calendar document.

**Action: A.B & C.P to clarify calendar / regs details**

03/34/3 It was noted that new vehicle stickers will be required for the 2004 championship.

**Action: C.P to source new stickers**

03/34/4 K.Johnston noted the date clash of the Hardy and Westcott: it was proposed that the situation be monitored for any problems in 2004, though it is not possible for Woolbridge to move the Hardy date. B.Osborne motioned that the ACTC AGM be moved to the Sunday after the Edinburgh, enabling MGCC to avoid a clash of their Autumn Trial with championship events: discussion from various parties concluded that this was not practicable, and the only solution might be to bring MGCC's event forward to Week 36.

#### 03/35 OTHER CHAMPIONSHIP BUSINESS

03/35/1 (Ref.03/9/6) Cl.2 proposals: there was approval from clubs for creating a subdivision of Cl.5 to permit the use of cars built from pre 1941 components and running on crossply tyres.

**Action: - Council to prepare and issue a set of Cl.5b guidelines  
- championship organizers to include this new class in SSR's for 2004**

03/35/2 2004 Rules: A.Brown has updated the rules following extensive discussion; these are supplied as an Attachment, effective 1/1/04 and show highlighted amendments.

03/35/3 Optional LSD's: in order to clarify the intention and wording of the Technical Requirement rules, the Technical Panel will define a proposal to be circulated with the May Council meeting agenda.

**Action: TP to define LSD fitment proposal**

03/35/4 (Ref 03/26/1) No suggestions for re-vitalising the Team Championship had been received from clubs, though officers are generating ideas and the issue remains.

**Action: proposals invited from clubs**

In this theme, A.Webb suggested that an all-encompassing award might be offered, a Victor Ludorum gained from all round participation in competing and marshallng: this proposal requires developing with the above.

03/36 TROPHIES

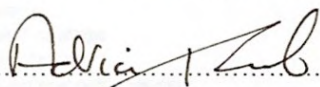
(Ref 03/18) A substantial budget has been allocated for repair and replacement, so 2003 holders will be asked for early returns.

**Action: M.Chatwin to undertake trophy work**

03/37 DATE, TIME & PLACE OF NEXT MEETING

Sunday 16th or 23<sup>rd</sup> May 2004, venue Portcullis Inn, Tormarton, to be confirmed

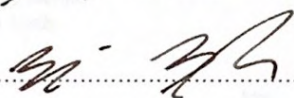
Signed



Dated

2 November 03

Approved at Council



Dated

16<sup>th</sup> May 04



2004 - Budget Income & Expenditure

Attachment 03/25/2A

Budget

Reserves/Rights of Way Contingency Fund @ 1.1.2004

3,000.00

Bank accounts estimate @ 1.1.2004

7,500.00

Income

Clubs - 22 @ £40	920.00	
Motorcycle Championship Clubs 10 @ £15	150.00	
Advertising income	295.00	
Championship contenders Drivers £16 + Nav/Mag @ £11	3,335.00	4,700.00

Expenditure

Feb Restart	390.00	
Feb Restart postage	80.00	
June Restart	390.00	
June restart postage	80.00	
General Secretary's expenses	50.00	
October Restart	390.00	
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 May	150.00	
Xmas Restart	400.00	
Xmas Restart postage	80.00	
Championship regs	220.00	
ACTC promotional material	200.00	
Web Site	110.00	
Web domain registration to 28.2.05. Paid by Andrew Brown	9.00	
Championship cards	30.00	
MSA annual Fee	50.00	
Meeting room hire Sept	150.00	
Byways & Bridleways	20.00	
Lara Subscription	18.00	
Secretary Expenses	75.00	
Limited company ongoing expenses	25.00	
Show PR costs	100.00	
NEC/Show costs	400.00	
BBT	300.00	
<b>Total Expense</b>		<b>4,572.00</b>

Profit/Loss for year

128.00

Bank accounts @ 31.12.04

7,628.00

Reserves/Rights of Way Contingency Fund @ 31.12.04

3,000.00

Retained Earnings for Year 2004

=====  
£10,628.00  
=====



**ACTC Annual General Meeting  
28<sup>th</sup> September 2003**

**Championship Secretary Report on Agenda Items**

**14.1 2003 Car Championships**

**All these comments are made with the benefit of the Provisional Exe Valley results.**

Following two good results on the Taw and Torridge and the Exe Valley, **David Hazelden** in Class 1 has taken control of the **Wheelspin League** with **Roger Bricknell**(Class 7) only four points behind.. The long-time leader of this championship, **Tony Young** in his Class 8 machine, remains in third place and clearly all is not lost for Tony with some very rigorous trials to come. However, **Harvey Waters** and **David Heale** are close on the heels of Tony Young in fourth and fifth places.

In the **Team League, Nuts, Bolts and Washers** (Messrs Turner, Heale and Bricknell) maintain their lead, although the efforts of **JV's**, (Messrs Greenslade, Young and Bennett) have cut the points difference marginally. The **FWD All-Stars** continue to be handicapped by their inability to put out a team in all events, as do the only other serious entrant in this League, **Bugs'n'Pug** who are becalmed, having scored in only one event since the start of the Championship year.

Bearing in mind that these comments are made without the benefit of a list of the Navigators in the Exe Valley Trial, the ladies continue to dominate the **Navigator's Championship**, with **Francesca Plimmer** holding a six point lead over **Tina Allaway** with **Liz Bennett** in third. **Aaron Hazelden** and **John Heseltine** are currently in fourth and fifth places .

**Giles Greenslade** and **Roger Bricknell** continue their battle at the top of the **Crackington**. **David Turner** is some eight points behind in third place with **David Heale** moving up to fourth. **Tony Young** and

**David Hazelden** in fifth and six positions are close enough to make sure that the leaders have no room to be complacent.

#### **14.3 2003 Motorcycle Championships**

The **Pouncey League** is led currently by **Ray Gerring**, some fourteen points clear of the man in second place, **Tom Beckerleg**. **Paul Truscott** and **John Lees** are close behind **Tom**, with **Keith Johnston** and **Mike Moyle** following in fifth and sixth only a few points adrift.

**Courtney Yandle** has taken over as the leader in the **Red Rose Bowl** as a result of his win in the Exe Valley. **Andrew Petherick** is in second place, with the previous leader, **Geoff Westcott** relegated to third.

#### **15.1 2003 Trials Calendar**

No requests or notifications for change have been received so it is assumed that the remaining calendar will operate as published. Only the labels for the Hardy and the Camel Classic remain to be despatched.

#### **15.2 2004 Trials Calendar**

Version 03/11/2A, circulated with the May Council meeting minutes has been amended as follows:

- a) **Windwhistle** Entered for Saturday 13<sup>th</sup>  
March

These changes are reflected in Version 3, dated 23 September, attached.

The dates for the Windwhistle and President's need to be finally confirmed by the Clubs.

The name of the Windwhistle event needs to be advised as does the status (ACTC Invite??) and requirement for a mail list.

***Late Note: Tim Whellock has e-mailed me to the effect that the Windwhistle event seems to be dependent on support from other clubs and would seem to be in some doubt.***

On the motorcycle front the Cheltenham Sphinx was withdrawn as an ACTC round for 2003. What is the status of the 2004 event? It is currently in the calendar for 18<sup>th</sup> April.

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

Sunday 28<sup>th</sup> September 2003 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:
  - President
  - Vice Chairman
  - Officers continuing to serve
2. Apologies for absence
3. Minutes of Previous Meeting (Council Meeting held 11<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 2002
  - 6.2 Update on financial status and budget for 2004
7. MSA Trials Committee report – Simon Woodall
8. Technical matters – S.Robson & S.Woodall
  - 8.1 Testing of Differentials
  - 8.2 Marlin and other Cl.7 Spec. sheets
  - 8.3 Others
9. Rights of Way report – Andrew Brown
10. Public Relations report
  - 10.1 PR – Andrew Brown
  - 10.2 NEC Show - Bill Bennett
11. Restart / website report – Pat Toulmin
12. Limited Company issues – Barbara Selkirk
13. Any other non-championship business
14. Championship reports
  - 14.1 2003 championship – Chris Phillips
  - 14.2 Championship monitor – D.Haizelden
  - 14.3 Motorcycle championship – Beckerleg/Edwards/Johnston
15. Trials Calendar – Chris Phillips
  - 15.1 Remaining for 2003
  - 15.2 Calendar for 2004



16. Any other Championship business
17. Trophies
18. Date, time & place of Council Meeting.

### ACTION LIST

03/7/1	Recover outstanding fee payments	B.S.
03/7/2	Seek and apply auditor	B.S.
03/9/4	Update S.R's re. ACTC rule precedence	clubs
03/9/5	Written response re. motorcycle tyres	S.W./S.R./A.F.
03/9/6	Feedback re. Cl.2 proposals	clubs
03/12/2	Guidelines proposed for restart boxes	council
03/12/3	Feasibility of regional scrutineers	council
03/15/4	Baulk recommendation in Restart	officers
03/16/1	Team championship suggestions	clubs
03/16/2	Handover of m/cycle championship material	R.D.
03/17	Ongoing trophy repair	M.C.

# Notes on the MSA Meeting 12<sup>th</sup> August 2003

1) After an "interesting" event in which the Irish Sporting Trials crews beat their English cohorts by running their tyres completely flat, it is being proposed that a minimum tyre pressure be imposed on sporting trials of 1½psi. This slightly amusing snippet should be taken in the context that most events currently recommend a minimum of 3-4psi anyway. It was only the extreme conditions on the day that resulted in this anomaly coming to light, and it is being outlawed on the grounds of safety, as a completely flat tyre has very little lateral support, and wears out at an alarming rate.

2) Special Tests. Regulation K12.10.2 states that Classic Trials should not include any "Special Tests". This has to be taken in the context of the fact that Section K is the Rally regulations, and a Special Test on a Rally is a very different beast to those that we undertake. From the legal point of view, what we undertake is an "Observed Test" even though we use a different phrase when talking about them. Organisers should not worry about their legal point of view when running them.

What did come to light is a somewhat different problem in as much as if you site a special test on a public highway, a Byway, BOAT or RUPP, you are in contravention of the Road Traffic Act, which prohibits "Tests of Speed" on the public highway. There are two solutions to this problem:-

- (a) Site any tie deciding tests on private land
- (b) Set a target time for the test, and penalise the competitor only by the amount of time they exceed the target time. In other words, if you have a test that you expect a competitor to take 20 seconds to complete, set a target of 10 seconds, and the penalty is the time taken minus ten seconds. Care should be taken to ensure that the target time set, does not demand an average speed of more than 30mph, as that too would be illegal. To put the speeds in context, 30mph is 44 feet/sec so if your test is 44 feet long, any target over 1 second is legal! A 100yard test would require a minimum target of just 7 seconds.

3) Tyres - The sporting trials fraternity are once again having problems with the availability of tyres on the Blue Book list. Although this is not a problem for this association as we have our own "White List", an idea from the All Wheel Drive people, who have also started looking at controlling ability through control of tyres is worth considering. The route that they are looking at is to define a regulation that identifies a tyre by the volume of the tread. In other words, to measure the amount of air that is contained within the tread pattern of a tyre. Although this is early days for the idea, I believe that we should watch that space, as it may resolve some of the anomalies in our system.

4) The Weight Distribution ideas that the MCC have been toying with, were introduced to the meeting, not with the intention of framing a regulation but to get some feedback from the other trials disciplines as to their thoughts on the practicality of the idea. Most significant of all the comments, were those of Julian Fack, who put paid to concern of those who felt that such a regulation would cause problems for the competitor who did not have access to a weighbridge or expensive corner weight scales. As it is not a weight based formula, but a weight distribution formula, all that is required is to measure ones weight distribution is a scaffolding pole and two builders planks. Put the planks on the pole to create a see-saw, put the car on the planks until it balances, and measure the position of the pole relative to the wheelbase and this will give you the weight distribution.

5) Differentials - some discussion covered the problems of testing for the variously available forms of limited slip differentials. Currently the best test available is still the one we use. The MSA representative related at tale of the European 1400cc Rallycross championship which also demands a "free & uninterrupted differential". The suspicions amongst many officials was that the use of Quaife diffs, was becoming widespread. So before the next meeting, the cars were each jacked up, with one wheel off the ground and the driver was asked to sit in the car and rev the engine in gear to 6000rpm. What made this a true test, was that the cars were positioned just 6 feet in front of a concrete wall. Are we that brave?

6) Noise - A general discussion about noise highlighted two salient points:

- (a) The preferred test of the ones laid out in Section E12.17 is the test carried out at either 2 or 8 metres from the side of the car as this is a truer measurement of sound that will carry.
- (b) The rules allow for noise testing to be carried out by an appointed DSO (Driving Standards Officer) using other means than a noise meter. In other words, by using his/her ear.

7) Short Cars - Although the MSA rules (E12.19.7) prohibit any vehicle with a wheelbase of less than 183mm (72in) this rule was never intended to exclude production cars. If an organiser wishes to accept an entry from a vehicle that falls into this category, they can apply to Ian Davis at the MSA to do so. Ian can be contacted on [ian.davis@msa.uk.org](mailto:ian.davis@msa.uk.org) and an e-mail request is quite sufficient. Ian is doing it this way round, rather than giving a blanket approval to the owners of such vehicles, even though it is more work for him, because this will allow him to monitor the numbers of these vehicles in order to pressure the rule makers into recognising them. This is of interest to us, because we have a competitor wishing to use one. See the attached flyer, which describes a car that satisfies the requirements of Class 6.