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Minutes of the ACTC Council Meeting held at the Portcullis Inn, Tormarton on 16<sup>th</sup> May 2004

**PRESENT:**

Giles Greenslade	Vice Chairman
Andrew Brown	RoW & Public Relations
David Haizelden	Championship Quality Monitor
Chris Phillips	Championship Secretary
Tom Beckerleg	Motorcycle Championship Asst.
Keith Johnston	Motorcycle Champ. Co-ordinator
Adrian Tucker-Peake	Secretary
Pat Toulmin	Restart Editor
Pete Hart	Bristol Motor Club
Tristan White	Camel Vale Motor Club
Mike Pearson	Falcon Motor Club
Martin Willis	Fell Side Motor Club
Brian Alexander	Holsworthy Motor Club
Andrew Martin	" "
Robin Moore	Launceston & N. Cornwall M.C.
Jonathan Toulmin	Midland Automobile Club
Gregor Dixon-Smith	Morgan Sports Car Club
John Barthram	North Devon Motor Club
Steve Knight	" "
Terry Coventry	Stroud & District Motor Club
Nigel Moss	" "
Barry Clarke	Vintage Sports Car Club
Anne Whellock	Windwhistle Motor Club
Tim Whellock	" "

President: Robin Moore

Chairman: Simon Woodall

Secretary: Adrian Tucker-Peake

The meeting followed the draft agenda circulated on 7<sup>th</sup> April 04.

Reports circulated prior to the meeting are not attached to these minutes, but are listed at the end and numbered as 'AA' agenda attachments.

#### 04/1 APOLOGIES

Received from: B.Bennett, G.Burridge, N.Forrest, A.Foster, T.Goggin, D. Hutchins, A.Marfell, B.Osborn, B.Selkirk, M.Tooth, H.Viertel, J.West, J.Wood, S.Woodall

The meeting was chaired by G.Greenslade

#### 04/2 MINUTES OF AGM (28<sup>th</sup> September 03)

The minutes were approved and signed.

#### 04/3 MATTERS ARISING

Agenda items below cover all matters.

S.Woodall circulated a report prior to the meeting which addressed some of the agenda items and actions below (04/3AA)

#### 04/4 PRESIDENTIAL ELECTIONS

04/4/1 R. Moore stood to advise Council in solemn mood about the critical 'last few days' of Roger Pole. Roger had been a quiet backbone of our Association, as Chairman 1990-94 and President 1995-2003. His family had been overwhelmed by support from his friends in all walks of life, and Council requested that a card be sent on behalf of ACTC. (Two weeks later, ACTC were represented at Roger's funeral)

04/4/2 No nominations had been received for additional Vice Presidents.

#### 04/5 OFFICER ELECTIONS

04/5/1 Simon Woodall agreed to continue his chairmanship for the near term.

04/5/2 S.Robson had withdrawn from his Cl. 7 Co-ordinator role. Fell Side MC nominated P.Hart as a candidate for this post, Pete already having contributed heavily to compiling the Marlin spec. sheets. There were no other nominations.

Seconded: Falcon M.C.

Vote carried

04/5/3 All other officers put themselves up for re-election, so an en-mass proposal was made.

Proposed: Falcon M.C.

Seconded: Bristol M.C.

Vote carried



#### 04/6 ACTC CLUB MEMBERSHIP

Ikley & D.M.C. have resurrected their Yorkshire Trial from 10 years ago: they have been given guidance from officers for the event due 23<sup>rd</sup> May, but have decided to base their ACTC membership decision upon the success of, and feedback from, their event.

#### 04/7 FINANCIAL REPORT

04/7/1 The report was not available to Council on the day, but is supplied here (Attachment 04/7/1A)

In support of the proposal to establish regional series scrutineers (Ref. 03/12/3) S.Woodall had suggested that a stipend be arranged to cover the incumbent's costs. The regional scrutineers would be obliged to attend the majority of ACTC events, incurring travel and some accommodation expenses beyond that expected of a volunteer. A sum of £100 was suggested.

Council agreed that such a payment would be justified, but that a full proposal for the regional series scrutineer should be prepared and accepted (see 04/12/1)

04/7/2 (Ref. 02/31/1) B.Selkirk has now appointed an auditor.

#### 04/8 MSA TRIALS COMMITTEE

Items raised from the report circulated with the agenda (Attachment 04/8AA):

# 2: Short Cars – J.Toulmin questioned the response from J.Spencer about such cars being uncompetitive: he felt that the matter of concern was their safety on acute gradients. This observation will be taken back to MSA.

# 3: RoW – J.Toulmin expanded upon the use of byways, i.e. that use of a (normal) Byway does not require permission, whereas use of a Restricted byway requires permission from the council and is therefore appropriate for organised events only.

# 6: Blue Book Changes – Council agreed that our discipline would prefer the flexibility of retaining the discretionary application of M.6.1 classes as at present. This request will be taken back to MSA.

- In support of the Motorcycle Championship, K.Johnston suggested that the M/Cycle classes be referred to in M.6.1.

#### 04/9 TECHNICAL MATTERS

04/9/1 (Ref. 02/9/2) Spec Sheets: P.Hart reported that a spec. sheet covering all Marlin variants has been issued to competitors – to date 5 signed copies have been returned. However, implementation has been delayed by ongoing debate about OE engine positions in SWB and LWB variants, effects of gearbox height etc.

**ACTION: P.Hart to progress Spec. sheet & method**

Dutton Spec: Difficulties also delay this model, with disputes about leaf spring vs. 4 link axle mountings

Liege: P.H was pleased to report that a consensus spec. sheet for this car had been approved by P.Davies and will be issued to entrants ready for the 2005 season.

Council were reminded that the Spec. Sheets rely upon voluntary co-operation and presentation to the series scrutineers. T. White observed that the operation would only be successful if occasional vehicle conformity checks are made.

04/9/2 (Ref. 03/9/5) Motorcycle Tyres: Addressed in K. Johnston's report 04/16/2/1AA.

T.Whellock noted that some cars in Windwhistle trial used motorcycle tyres: consequently the MCC / ACTC rules need to clarify that in this case cars need to comply with motorcycle rules.

**Action: Technical Panel to assess and recommend ruling**

04/9/3 LSD Fitments: Technical Panel has proposed that all forms of limited slip, controllable torque distribution and electronic traction control be prohibited, enabling simplification of classes, minimum scrutineering confusion and less room for competitor doubt.

A route for approval of those very few vehicles in which it is not possible to obtain or retro-fit an open differential will be offered.

No objections were received.

**Action: Tech Panel to draft proposal for Council comment**

#### 04/10 RIGHTS OF WAY REPORT

04/10/1 A.Brown summarised extracts from his report (Attachment 04/10/1AA), pointing out the very worthwhile meeting with the Minister and the observation that 'motorsport has its house in order'. DEFRA is concerned, however, with illegal use (rogue motorcyclists) and irresponsible use (some 4x4 owners) who give all wheeled users a bad name.

04/10/2 R.Moore praised Andrew's work and noted that the opportunity must be grasped to educate the wider public, including Rambler's groups, about motorsport's professional approach to its use of the countryside. The time would also be ripe for understanding and influencing those who dictate headline policy in countryside access and landowner groups.

Discussion around club P.R. stressed the value of efforts beyond the minimum required (often yielding local interest) and the reminder that all participants are responsible for their behaviour and consequently their perception by the public.

04/10/2 M.Pearson stressed that competitor noise is frequently the major P.R. complaint. MSA training is necessary to support meter measurement, but the scrutineer's personal judgement should be encouraged. Currently, the scrutineering card pro-forma has no relevant check-box.

**Action: Tech Panel to include noise in remit for series scrutineers**

#### 04/11 TRIALS CALENDAR

04/11/1 2004: No outstanding issues for attachment 04/11/1A

04/11/2 Mailing lists: Falcon had asked for clarification about access to ACTC mailing lists. C.Phillips confirmed that member clubs could elect to take these lists or to use their own, regardless of invitation status.



R.Moore asked for clarification about membership fees, i.e. that a competitor of an invited club should not be expected to pay membership of the host club. This principle was confirmed: R.M and T.White to advise Camel Vale.

04/11/3 2005: Referring to V.6, affected clubs agreed to accept the clash in Week 6.

Fell Side requested a date earlier in the year: their allocation cannot slip into April due to National Park restrictions.

Holsworthy to confirm plans for the Chairman's Trophy.

See Attachment 04/11/3A

## 04/12 CHAMPIONSHIP QUALITY

04/12/1 D.Haizelden summarised his reports (04/12/1AA) with positive comments of 'a fantastic year!' His report made several recommendations of interest to organising teams, principally to achieve consistency through the championship.

Concerns about awkward introduction of the series scrutineers (Ref 03/12/3) were aired stressing that full guidelines need to be generated and agreed prior to implementation.

**Action: Tech Panel to generate and circulate final proposals for series scrutineer**

It was also noted that the most perceptive eligibility scrutineers are fellow competitors, who are free to take any concerns to the series or club scrutineers.

## 04/13 PUBLIC RELATIONS

04/13/1 A.Brown summarised his report (04/13/1AA).

04/13/2 A.B. then reviewed the report on the new Historic Motorsports Show, submitted by Bill Bennett (04/13/2AA). There was no decision made at the meeting about participation in the 2005 event.

**Action: Council to make decision on 2005 plans**

There were no issues beyond those discussed under 04/10

## 04/14 RESTART & WEBSITE

04/14/1 P.Toulmin reminded Council that the magazine still requires an assistant editor, with the principal duty of sourcing event reports.

04/14/2 To support the growth of the motorcycle championship, riders will be expected to contribute generously with articles in future.

04/14/3 Some clubs are still not sending event information to the editor. C.Phillips suggested that the magazine editor be listed alongside the ACTC competitors to remedy this problem.

**Action: C.Phillips to include P.Toulmin on competitor list**

#### 04/15 NON CHAMPIONSHIP BUSINESS

04/15/1 G.Greenslade aired his proposals for an annual dinner dance, to be held in the summer and to be the awards presentation event. The inaugural event would be in 2005, and would reduce the hard work and high risk associated with the post-Exeter end of season ceremony. It would also facilitate the motorcycle championship becoming part of the ACTC fraternity.

Approval was given by Council to proceed with arrangements for an event in the Bristol area.

**Action: G.Greenslade to research arrangements**

04/15/2 R.Moore raised concerns from some quarters about a recent letter published in the Classical Gas community website. This letter expressed some exasperation with MCC communication and member awareness. R.M. recommended that such matters be raised politely and directly with the MCC at its AGM in July.

G.Greenslade responded that the original intent of the letter had been to try and protect the club's mission and values, and that publication resulted from some desperation.

G.Warren noted that his letters had always received a response from the MCC, and that it was important to recognise the vast amount of voluntary work contributed by MCC figureheads in order to stage their cornerstone events. There were already signs of the club losing key officers, and an apology for hasty action would be welcomed.

04/15/3 C.Phillips advised Council about the cost and effort involved in the production of annual ACTC registration cards. He noted that they are not a 'legal' requirement, when compared to club membership cards. C.P. proposed that clubs consider the acceptability of stopping their issue, and saving funds.

Proposed: Midland A.C.

Seconded: Morgan Sports C.C.

Vote carried

**Action: C.Phillips to cease card production and to amend car and motorcycle championship rules**

04/15/4 S.Knight requested that mailing list labels be issued in alphabetical order. C.Phillips replied that they could be issued in either alphabetical or numerical order.

**Action: clubs to advise preference to C.Phillips**

#### 04/16 CHAMPIONSHIP REPORTS

04/16/1 Cars: Chris Phillips reported that this championship currently had 172 contenders, with 30 new drivers in 2004.

04/16/2 M/cycles: K.Johnston reviewed the report for Pouncey and Red Rose Bowl championships (04/16/2/1AA). This document lead into proposals for motorcycle



championship registration, for which a further document had been circulated (04/16/2/2AA). Council approved the proposal to harmonise registration for motorcyclists with those for car entrants, subject to consultation, for consideration at the AGM.

**Action: KJ & TB to consult and make proposals for AGM**

K.Johnston and T.Beckerleg noted that a further route for promoting the championship would be for organisers to consistently include a 'box' for the competitor's ACTC registration number.

**Action: clubs to amend their entry forms where applicable**

A.Brown advised that some events have been oversubscribed in the car classes, so it might prove difficult to introduce m/cycle classes. Therefore, clubs need to be alert to the growing expectations of m/cycle championship entrants. R.Moore reported that L.N.C.M.C. always allocated a fixed number of places for m/cycles.

#### 04/17 TROPHIES

(Ref 03/17) G.Greenslade reported on good work by M.Chatwin in replacing and refurbishing the complete suite of trophies. Additionally, the quality of replicas has been upgraded. To reflect this, winners of annual awards will be asked to take on liability and to sign for them on collection.

#### 04/18 ANY OTHER CHAMPIONSHIP BUSINESS

04/18/1 (Ref 03/9/6) Cl. 2 Proposals

**Action: S.Woodall to prepare and issue**

04/18/2 (Ref 03/26/1) Team Championship: No further proposals had been received from clubs. Discussion included the ideas of inter-club teams, and of teams being drawn from a pool of 4/5 contenders for each event, according to competitor availability. R.Moore suggested that mixed car/bike teams might help to unite members.

**Action: Council to generate proposals**

04/18/3 (Ref 02/9/2) Testing of Differentials: With the definition applied in 04/9/3 and the establishment of series scrutineers, comes the opportunity for definitive testing of differentials. Much discussion ensued about the strengths and weaknesses of various methods. T.White, for example, noted the need for internal vehicle checks to expose any use of 'line lockers' in giving a 'fiddle braking' effect.

**Action: Technical Panel to propose comprehensive testing method**

04/18/4 With the potential for new clubs and events, and to encourage new organisers, the value of the booklet 'Guidelines for Organisers' was raised. This was last issued in 1996, and could be usefully updated and put into electronic form.

**Action: A.Brown to update the Guidelines document**

## 04/19 DATE, TIME & PLACE OF 2004 AGM

14.00 on Sunday 26<sup>th</sup> September at the Portcullis Inn, unless another venue is advised.

Signed.....

Dated.....

Approved.....

Dated...26 Sept 04...

## **Attachments**

Circulated 9<sup>th</sup> May 2004

04/3AA	S.Woodall	May Meeting Report
04/12/1AA	D.Haizelden	Championship Report
04/13/2AA	B.Bennett	Historic Motorsport Show Report
04/16/2/1AA	K.Johnston	Motorcycle Championship Report
04/16/2/2AA	K.Johnston	Motorcycle Championship Registration

Circulated 11<sup>th</sup> May

04/8AA	A.Foster	MSA Trials Committee Report
04/10/1AA	A.Brown	Rights of Way Report
04/13/1AA	A.Brown	PR Report

Circulated with Minutes

04/7/1A	B.Selkirk	Financial Report
04/11/1A	C.Phillips	2004 Events Calendar
04/11/3A	C.Phillips	2005 Events Calendar



N. FORREST A. MARFELL J. WOOD MINAMOTO, DICK HODGINS DM GOSWORTHY  
RING SHOW HANDS - NO. OF CLUBS INTROD MARK BOTH TURNS VIGILANT

**A Meeting of the Council of ACTC will be held:  
Sunday 16<sup>th</sup> May 2004 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

1. **Apologies for absence**
2. **Minutes of Previous Meeting** (AGM held 28 September 2003)
3. **Matters arising therefrom** (unless covered below)
4. **To receive nominations and to elect:**
  - 4.1 President REF ROGER POLE
  - 4.2 Vice Presidents (if any)
5. **To receive nominations to elect:**
  - 5.1 Chairman
  - 5.2 Other Officers (new Cl. 7 Co-ord)
6. **ACTC Club membership** ILKLEY
7. **Financial report** – Barbara Selkirk N/A.
  - 7.1 Report on income and expenditure and balance sheet for year ended 31.12.03 GENERAL CH - MINUTES - BLANK - ALSO STIPEND
  - 7.2 Limited Company issues incl. auditor LOCATED
8. **To receive a report covering the MSA Trials Committee**
9. **Technical matters**
  - 9.1 Cl. 7 spec. sheet implementation
  - 9.2 Motorcycle tyres
  - 9.3 LSD fitment proposal
10. **Rights of Way report** – Andrew Brown
11. **Trials Calendar** – Chris Phillips
  - 11.1 Remaining calendar for 2004
  - 11.2 Calendar & regs. details FALCON LETTER. MOORE - INVITED CLUBS
  - 11.3 Proposed calendar for 2005
12. **Championship Quality report** – David Haizelden
13. **Public Relations report**
  - 13.1 General – Andrew Brown

- 13.2 NEC & HMI Shows – Bill Bennett
14. **Restart & Website report – Pat Toulmin** *SUB EDITOR.*
- 14.1 Club use of E Mail
15. **Any other non Championship business** *ANNUAL AWARDS*
16. **Season reports** *MORE E MAIL ADDRESSES*
- 16.1 Cars – Chris Phillips
- 16.2 Motorcycles & Champ proposals – Keith Johnston
17. **Championship trophies – Mike Chatwin**
18. **Any other Championship business**
- 18.1 Cl. 5b guidelines
- 18.2 Team championship *KYRLE ON THE DAY*
- 18.3 Mailing lists *(FALCON)*
19. **Date, time & place of 2004 AGM. (Calendar 26th September)** *REPRINT CHECK LIST*

\* \* \* \* \*

# ACTION LIST FROM SEPTEMBER 2003

- ~~Progress regional scrutineers~~ (S.W. & T.W.)
- ~~Differential test method recommendation~~ (T.W.) *IN 2002*
- ~~Advise A.B. of motor vehicle friendly' LAF's~~ (Clubs)
- ~~Source volunteer auditor~~ (B.S.)
- Motorcycle championship proposals (K.J.)
- ~~Clarify calendar & regs. details~~ (A.B. & C.P.)
- Source new championship stickers (C.P.)
- Prepare & issue set of Cl. 5b guidelines (Council)
- ~~Define LSD fitment proposal~~ (Tech Panel)
- Team championship ideas (Clubs)
- Trophy repair & replacement (M.C.)

*Date next agenda*

*Chp business before Tynlis next agenda*





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May 2<sup>nd</sup> 2004

Dear Delegates,

I regret that I will not be able to join you this time, as I have had a family commitment pressed upon me. This also means that Barbara will not be in attendance either.

Of the items on my action list:-

#### Scrutineering

After a "test run" on the Hardy last year to see if they liked it, John and June Blakely have acted as scrutineers on all championship events so far. After couple of hiccups early in the year the system seems to have settled down quite well. Competitors are issued with a card (sample attached), ideally with their final instructions, which identifies the car and shows the outstanding faults. The items can be checked quickly and there is no dispute about whether a warning has been previously given as both protagonists were present when the warning was given. John has also introduced a scheme whereby the expiry dates of MoT's are recorded, so that they only need to be inspected closely on cars that have not been seen or when the certificate has expired. In addition, John is able to process "the regulars" more quickly to allow him to spend more time on cars previously not seen. In addition he is slowly working his way round different facets of the job, to ensure that by the end of the year he has checked all the small items at least once or twice. In order for the system to work, organisers have to provide a list of entrants, including the vehicle registration numbers and tyre details so that personalised cards can be printed. This has to be done in the very short timescale between entries closing and final instructions being issued but so far it has worked. I chose the Blakeleys because, if the system was to work, I needed someone who was prepared to turn up to every event. The Blakeleys already have a track record for doing this. In addition although he would deny being an expert, John does have a technical background albeit with agricultural machinery. Non the less, they do ask organisers that if they do the scrutineering, then they should also be given the chance to see (marshal at) some of the action during the day. Although the Blakeleys have turned up to marshal the past without reward, and are currently doing the scrutineering job on the same basis, I think that the council might consider giving them some sort of stipend for the effort that is being put in. Not expenses per se, just a contribution to express out thanks. If the system works, I would like to continue it next year, which I'm sure the Blakeleys would be happy to do but I do not think it fair to expect them to do it beyond that. If the council wishes to continue the scheme it therefore needs to think *now* about finding someone who is prepared to act in this role in 2006/7.

#### Diff Testing

One advantage of the having a "series scrutineer" should be that the diff testing procedure should be standardised. A recommended way of testing a car has been identified, but this is not as effective as it might be because the rollers used by the clubs vary widely in their effectiveness. On one event, nearly all the cars failed because the rollers were too wide apart. On another the rollers, being designed for Sporting Trials cars were just too narrow. On a third, in spite of criticism from the Blakeleys, the organisers chose to pass a car that had driven off their rollers several times. As we now have one scrutineer, it might be a good idea to try to obtain a set of standard rollers that can be used at all events.



### Diff Testing - A Procedure

From the experiences so far, and from discussions I have had with Tristan White and others, I would recommend to all clubs and competitors the following process for carrying out a diff test on rollers. With one wheel on the rollers, and the undriven axle chocked, the competitor should engage the clutch at as low revs as possible, and with out any of the car brakes engaged. Once the clutch is engaged, and one wheel is spinning slowly on the rollers, the engine should be sharply rev'd. There is no need to sustain this, just a blip of the throttle up to high revs. If the engine stalls, or the car drives off the rollers then the car has failed.

### Trophy Repairs

At the end of the Exeter it was excellent to see all the trophies glittering once again. This was not down to me, Giles must take the credit for arranging all of this and I think he did brilliantly.

I trust you all have a successful meeting

*Simon*



### **Taw & Torridge, 14 September 2003**

With a strong turn out of 40+ bikes bolstering the turn out to just below 100 competitors for the winter season opener, classes 2, 4, 5 and 6 were again poorly represented. A Diff test was carried out this year with a couple of competitors falling foul, they have since been written to with one competitor demonstrating a satisfactory test since and no response from the other. Once again a very dry trial that Holsworthy managed to turn into a very competitive trial.

### **Exe Valley, 21 September 2003**

With another strong turn out with 27 bikes and 50 cars and no sign of rain Roger Ugalde and his team was hard pushed to put on a competitive trial. Tyre pressures were used but not everyone was happy that they were not checked. Due to the large number of clean sheets the special tests were relied on to provide the overall results.

### **Exmoor Clouds, 19 October 2003**

Unusually for the Exmoor Clouds the organising team had to deal with dry conditions and with only 2 clean sheets in the cars section they managed a good competitive trial with some interesting variations on some hills. The downside was a very slow scrutineering with an uncooperative diff tester which was not helped by having it pointing down hill. The slow scrutineering limited the amount of time competitors could have for refreshments at the start.

### **Tamar, 26 October 2003**

With a 30% increase in car entries this year and with the organisers finding some new hills Launceston Motor Club put on a very challenging event. Once again tyre pressures were employed but were hidden in the route card and easily missed by some competitors. As no checks were made some competitors could have easily competed without abiding to the pressure limits. A disputed start line affected the outcome which the organisers needed two goes at to provide a correct result. The Tamar is unusual in ACTC events by persisting with index of performance to calculate the overall winner.

### **The Hardy, 23 November 2003**

Unusually for an ACTC event class 1 with 13 entries was by far the largest class on this event. Rain made a number of sections very slippery. There was a long delay at Greenlane and a suggestion has been made that the organisers run two hills at the same time at this point. The three sections in Bovey Woods provided little challenge for classes 7 and 8 as no restarts or tyre pressure limits were employed suggesting a lack of marshal's. Sadly the last two sections were cancelled due to the difficulty of removing damaged cars despite organiser's efforts to improve the lane.

### **The Allen, 30 November 2003**

Excellent paperwork and a full entry compliments Pete and Carlie's efforts to run an outstanding event, despite a last minute change the start and finish venue was very good. The new hill which is (Birch) proved to be the Wheelspin decider. If there is a weakness with the event some of the hills lack a challenging element.

### **The Camel, 7 December 2003**

With a good entry of 60 cars Camel Vale put on a Class 8 event but this does not detract from an excellent days sport. If this trial has one major weakness it is the poor start venue with no refreshments available and having to find toilet facilities in the filling station opposite which is a shame because it has an excellent finishing venue. One competitor was found to be running illegal tyres and has since been spoken to.

### The Clee Hills, 18 January 2004

With a superb entry form, good accompanying paperwork, outstanding entry and a deployment of a figure of eight route the Toulum's started the New Year with a bang and set a standard that other organisers will have to aim at. With a lack of score cards at the section ends marshals relied on radio communication to relay the score back to the start line which resulted in some scores being incorrect.

### North Devon, 25 January 2004

With the scrutineering moved to a trading estate 3 miles from the start venue this made for a long winded start to the event. John & June Blakely were in attendance but were not given the necessary cooperation by North Devon Motor Club to carry out their duties. Clearly evident to fellow competitors a car was seen failing the diff test but no action was taken. The event proved to be very difficult for all classes with class 2 taking the overall honours.

### Northern Trial, 27 March 2004

Sadly for Fellside Motor Club only 23 cars took the start. The organisers had made great efforts to improve the effectiveness of the organisational side and tried to spice up the special test which unfortunately back-fired on them. With no information from the organisers passed on to the Championship Monitor details were hard to come by.

### Kyrle, 25 April 2004

With a full car entry of 70 plus reserves, Ross put on a very good event. With the addition of two new hills competitors and cars were challenged to their upmost. The new start venue was very good and the scrutineering carried out by John and June Blakely was very efficient. Diff testing was carried out and tyre pressures were employed and check on some of the hills. Results were available on the web and posted within five days.

### Summary

With more trials suffering with hot and dry weather tyres pressures are becoming the tool with which to stop competitors. The secret to using this system is not to give advanced warning as many a competitor would add an extra 2-3 hundred pounds of ballast to overcome this even to resorting to adding the weight at the beginning of the event. Clerks of the course should impose tyre pressure limits unannounced on certain hills and check at least one of the driven wheels.

The hitting of markers should be removed from all trials as this only causes disagreement between competitors and clubs.

Index of performance has no place in the ACTC Championship as all clubs should put on an event which can be won by any class using the points dropped system.

In the course of a years competition inevitably scores and penalties will have been recorded incorrectly and it has been drawn to my attention that there is an unwillingness on the part of certain organisers to grasp the nettle and look into these requests for the reappraisal of questionable scores. In fact in some cases protests are positively discouraged even with collaborative evidence ie other competitors and video footage. This has definitely made some competitors review their participation in certain events. Not a good thing for entries and reputations for clubs. I feel the ACTC needs to give some thought to this problem.

Dave Haizelden  
Championship Monitor





Attachment 04/7/1A

**Balance Sheet - ACTC Classic Trials Clubs @ 31.12.2003**

**RETAINED EARNINGS**

Balances Brought Forward from 31.12.02		
ACTC Accumulated Fund B/fd	3,273.06	
ACTC Reserves Fund B/fd	3,000.00	
		6,273.06
12 month Profit to 31.12.2003	508.59	
ACTC Reserves to 31.12.2003	0.00	508.59

**ASSETS**

Trophies - donated	1,101.00	
General Secretary PC & printer-fully depreciate	549.90	
	=====	
Bank account		
- Reserves in deposit accou	3,000.00	
- Deposit account	7,892.78	
- Current accounts	1,613.82	12,506.60 =bank satatements
Restart Postage float paid to Edito	90.00	
Postage float paid to Championship Secretary	30.00	
Accruals		
- Secretary expenses	-54.95	
- Trophie paid in 2004	-2,219.60	
- Various	-339.00	Byways & Lara for 3 years
- Restart inc post Decembe	-541.40	
2004 Income in Advance	-2,690.00	

**Total £ 6,781.65**

**Total £ 6,781.65**  
0.00

**Profit & Loss - Association of Classic Trials Clubs**

-27

For The 12 month Period to 31.12.03

Income - Club Subscriptions 22 clubs x £39	858.00	Engraving & replicas 2 years	1,300.12
- Motorcycle subscriptions 10 x £15	150.00	Championship Printing & Photocopying	75.00
- Advertising Revenue	334.87	Championship Secretary printing etc	0.00
- Championship contenders	3,279.06	Championship Postage	85.24
- NEC Income	0.00		
Bank Interest	119.74	Restart, 4 issues	1,466.00
		Restart postage, 4 issues	320.45
		Webb site/PR	405.74
		ACTC Reserves	0.00
		MSA & ACU	50.00
		Limited company annual return	15.00
		PR NEC costs	113.92
		Meeting Room Hire	200.00
		General Secretary postage & photocopying	96.61
		Quality Officer postage	0.00
		Byways & Bridways trust subscription	0.00
		Scruitneering costs	105.00
<b>Total Income</b>	<b>4,741.67</b>	<b>Total expenditure</b>	<b>4,233.08</b>

Prepared by Barbara Selkirk ACMA

**Profit for the year to 31.12.03 £ 508.59**

Audited by Mrs J Link