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Minutes of the Council of the ACTC Council held at the Portcullis Inn, Tormarton, on 8<sup>th</sup> May 2005

PRESENT:

Robin Moore	President
Simon Woodall	Chairman / VW OC
Chris Phillips	Championship Secretary
Barbara Selkirk	Treasurer / VW OC
Adrian Tucker-Peake	Secretary
Pete Hart	CI.7 Co-ordinator
Keith Johnston	Motorcycle Co-ordinator
Pat Toulmin	Restart Editor
John Blakeley	Series Scrutineer & SDMC
June Blakeley	Assistant to Series Scrutineer
Mark Tooth	Bristol Motor Club
Roger Ugalde	Crash Box Motor Club
Greg Warren	Crash Box & Torbay M.C.
Mike Hayward	Falcon Motor Club
Mike Pearson	"
Martin Willis	Fell Side Motor Club
Andrew Martin	Holsworthy Motor Club
Terry Mattin	"
Barrie Kirton	MCC
Brian Osborn	MG Car Club
Jonathan Toulmin	Midland Automobile Club
Richard Andrews	Ross & District Motorsports
Stuart Harrold	"

The meeting followed the draft agenda circulated on 1<sup>st</sup> April 05.

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

## 05/1 APOLOGIES

Received from: J.Barthram, B.Bennett, A.Brown, J.Busfield, P.Chantler, G.Dixon-Smith, A.Foster, G.Greenslade, D.Haizelden, S.Peel, H.Viertel, A.Webb, J.West, T.Whellock, T.White

## 05/2 MINUTES OF AGM (26<sup>th</sup> September 04)

The minutes were approved and signed.

## 05/3 MATTERS ARISING

Agenda items below cover all matters.

## 05/4 PRESIDENTIAL ELECTIONS

05/4/1 No nominations received for president.

05/4/2 No nominations received for additional Vice Presidents.

## 05/5 OFFICER ELECTIONS

05/5/1 No nominations received for any positions, and all officers were approved *nem con*.

## 05/6 ACTC CLUB MEMBERSHIP

Ilkley & D.M.C. and Cheltenham Home Guard Motorcycle Club had both sent their payments and delegate details, so are fully integrated members of ACTC.

## 05/7 FINANCIAL REPORT

05/7/1 B. Selkirk summarised points from the report (Att. 05/7/1A):

- profit slightly higher than expected, target is £3000
- unsure beforehand of expected HMI costs
- budget can be higher for future Restart publications
- championship fees can be stabilised for next 5 years

J.Toulmin offered MAC's thanks on behalf of all clubs for the diligent efforts of the Blakeleys in making very frequent, high value turn-outs to the championship events. He noted that their commitment and costs must be high and suggested that the annual stipend might be reviewed. The chairman noted these comments.

05/7/2 The association's bank account has been moved from Midland Bank to Lloyds Bank, details: Sort Code 30-96-28, Account No. 01585347.

## 05/8 MSA TRIALS COMMITTEE

S.Woodall advised that the scheduled meeting had been deferred, owing to MSA and others' actions in campaigning against Defra's SPS ruling. The meeting was now due 10<sup>th</sup> May.  
(Att. 05/8/1A)

SW enquired of L&NMC and CVMC about changes planned to the Index of Performance awards system. Neither delegate was aware of such proposals, but will enquire with their clubs. R&DMS noted that such changes probably originated in the PCT world and are losing favour.

**Action: IoP users to advise status of proposed changes**

MSA have asked why the trials fraternity have only one MSA championship, i.e. the PCT one which suffers from few competitors. They consider that a second MSA trials championship should exist for Classic Trials. Council discussion included the following resultant topics:

- potential benefit of a stronger voice amongst the MSA
- could gain practical recovery support from RAC who sponsor other championships
- continuing control of events & classes etc by ACTC on behalf of MSA
- eligibility of a championship with 3 MCC closed-to-club events
- idea for Wheelspin championship as MSA, where MCC events are less influential
- prospects for integration of the motorcycle championships

Consensus was that Council was not against the idea in principle, so it can be progressed at future MSA meetings.

## 05/9 TECHNICAL MATTERS

05/9/1 (Ref. 02/9/2) Cl.7 Spec Sheets: P.Hart reported that Marlin and Liege sheets had been updated and were available on the website: 12 Marlins and 1 Liege registered to date. Dutton Melos and Phaeton models will be covered by September '05.

Self certification will be mandatory from January '06, and to encourage adoption, the latest scrutineering cards include reference to the Cl.7 spec. sheets. Competitors will be reminded through Restart in September.

**Action: P.Hart to progress Cl.7 spec. sheets & their adoption**

05/9/2 Differential Testing: J.Blakeley reported that he had conducted both test types at different events. Only two problems had arisen, i.e. some inconsistent behaviour with VW Golfs, and test failures associated with vehicles whose differentials failed later in the trial. A solution was required for the former, since all those affected maintained that their units were standard equipment.

**Action: Tech Panel to generate proposals with competitor co-operation**



A.Martin advised that he and club colleagues planned to compile a database of differential and LSD characteristics, through purchasing a range of samples. This information might also be used to develop a new test method. A.Tucker-Peake responded that he had already generated some of this data, and would be happy to forward it to AM.

AM proposed that competitors caught wilfully cheating should be subject to a life ban.

J.Toulmin requested consistency from scrutineers in conducting roller tests – the prescribed method requires 1<sup>st</sup> gear and a momentary maximum 4000 rpm, whereas he had on one occasion been asked to run his engine at ‘red line’ rpm, presenting a local hazard and risk of transmission damage.

No offers had yet been received for the manufacture of a set of lightweight portable rollers.

05/9/3 Noise Testing: The scrutineering card also now refers to a noise test: M.Willis asked what arrangements, equipment etc. are deemed necessary for conducting such tests in our sport. S.Woodall responded that the Blue Book simply requires judgement by the human ear, i.e. that of a noise judge.

J.Blakeley noted that while some vehicles pass satisfactorily under light load at scrutineering, they can be unacceptably noisy during a climb. Therefore the noise judge official ought to repeat his assessment on at least one competitive section, though with due consideration of the reflective nature of high banks, hedges etc.

**Action: clubs to recommend a ‘roving’ noise assessment**

05/9/4 Fire Extinguishers: Scrutineers had reported many dozens of competitors still entering without MSA approved extinguishers – indeed some were still carrying the illegal Halon units. Two clubs noted that forestry landowners’ Risk Assessments mandated the MSA specification.

**Action: SW to remind competitors via Restart**

## 05/10 RIGHTS OF WAY REPORT

05/10/1 A.Brown’s report was circulated beforehand (Att. 05/10/1AA). Council discussion about Defra’s action comprised the following points:

- motorsport should be in a fairly strong position, with the MSA applying maximum effort, with a QC, to the case
- internet petitions were in progress
- CoC’s should be encouraged to liaise directly with farmers
- lobbyists should press for a similarity with the 14/28 day rule, and should point out to Defra that most clubs do not pay for access, i.e. the farmer doesn’t receive double payment
- Forest Enterprise land is only affected if it is otherwise able to support sheep grazing, and existing tracks can still be used

## 05/11 PUBLIC RELATIONS

05/11/1 General: R.Moore made some observations about controlled use of unclassified county roads, ie:

- 1) many objecting residents do not understand the distinction between licensed events and casual use
- 2) the proliferation of 4x4 clubs stimulates many responsible people to behave irresponsibly
- 3) local authorities in Wales are increasing the controlled usage of byways
- 4) fortunately, there are several motoring users represented on Dorset, Devon & Cornwall LAF's – more clubs should become involved
- 5) MSA ought to generate usage guidelines for its members

M.Willis noted that in some areas of the Lake District, management of some lanes is enforced with locked barriers.

**Action: SW to raise above issues at next MSA meeting**

05/11/2 HMI Show: B.Bennett's report was circulated (Att. 05/11/2A). Council extended its grateful thanks to BB for supreme effort and quality, and discussions concluded that such shows were more valuable for publicity than recruitment. In these times, sustaining public awareness and goodwill is more important than ever. Nonetheless, consideration needs to be given to future efforts and plans in this area.

**Action: all to contribute suggestions at AGM**

## 05/12 RESTART & WEBSITE

05/12/1 P.Toulmin was pleased to report that she now has an assistant editor, in J.Toulmin.

She advised that she aimed to raise the quality of the magazine further, through more colour photos, and premium paper to better display monochrome photos.

05/12/2 (Ref 04/14/3) PT reiterated her complaint about inadequate supplies from clubs of SR's and results. C.Phillips is now sending out mailing labels with covering letters to help this situation, and a reminder will be issued in Restart.

**Action: club organisers reminded to include restart Editor in SR & results mailings**

K.Johnston will develop material for the website to improve its relevance to current and potential motorcycle competitors.

The website is becoming well stocked with photographs.

## 05/13 TRIALS CALENDAR

05/13/1 2005: C.Phillips summarised his calendar. He noted that SDMC had proposed to run their Mechanics Trial on 13<sup>th</sup> November (Remembrance Sunday) and will contact M.Wear to confirm. (Updated Issue D Attached 05/13/1A)



No other calendar changes were requested.

05/13/2 2006: The following changes were applied to the draft calendar circulated on the day:

- Kyrle from 2<sup>nd</sup> April to 23<sup>rd</sup> April
- Bovey from 19<sup>th</sup> March to 30<sup>th</sup> April

K.Johnston noted that the Kyrle Trial will in future be accepting motorcycle entries.

However, he also pointed out that riders' enthusiasm for the championships was being diminished by the acute bunching of events in the second half of the season. CP acknowledged this problem, but he also tries to accommodate the VSCC events. VSCC, however, are often unhelpful in providing their future dates.

**Action: SW to chase VSCC for future calendars**

Council was asked to approve acceptance of SDMC's Cotswold Clouds event into the 2006 calendar: all agreed. (Att. 05/13/2A)

IDMC's trial is run too late in the year to be competitive, but could add value to the calendar in March.

**Action: CP to liaise with IDMC for a possible date change**

#### 05/14 CHAMPIONSHIP QUALITY

05/14/1 D.Haizelden's report was circulated beforehand and reviewed in his absence. (Att. 05/14/1AA). It was generally positive and no comments were received.

#### 05/15 SEASON REPORTS

05/15/1 Cars: C.Phillips reported from notes. He and P.Toulmin would endeavour to keep the championship tables live on the website. This step would prompt organisers to supply their event data to PT (Ref 05/12/2) under pressure from competitors.

05/15/2 Motorcycles: K.Johnston reviewed his report (Att. 05/15/2A) and raised a question for Council about tyres for 17" wheels. There is a very limited choice available, and guidelines for acceptability are required. Indeed, on the Northern Trial, 9 of the 20 motorcycle entry failed on the MCC tyre rules.

**Action: KJ to generate list of acceptable tyres and associated ruling if no alternatives are available**

#### 05/16 ANY OTHER CHAMPIONSHIP BUSINESS

05/16/1 (Ref 03/9/6) Cl.5b Guidelines: These had been summarised in Restart.

05/16/2 (Ref 03/26/1) Team Championship: Council's discussion reviewed further ideas, including the Pre-War concept of 3 nominated competitors from a 'team pool' of 4. C.Phillips noted that typically the current teams comprise competitors achieving 'top 10'

positions in the championships, and perhaps the spirit of the team championship would be better served if a greater spread could be encouraged.

The solution agreed upon took the following format:

- abandon the 'rule of 17' class composition
- teams to comprise 4 competitors
- for each event, 3 of the 4 to be nominated before the start
- a maximum of 2 team competitors to be drawn from the previous year's 'top 10' in either championship

Proposed: MG CC  
Seconded: L& NCMC

Vote carried

**Action: AT-P to notify members via Restart  
CP & AB to amend championship rules for 2006**

05/16/3 (Ref 04/34/3) Scrutineering Cards: Cards have been updated as described earlier.

05/16/4 Safety Policy: R.Ugalde recommended that all clubs ought to apply a safety policy, to accompany the Risk Assessment (see 18.1). A document has been generated by the MCC. M.Willis advised that both documents are routinely requested by Forestry Enterprise, and J.Toulmin noted that it is important that all clubs are consistent in their approach to this matter.

**Action: RU to distribute MCC safety policy document**

R.Moore suggested that competitors might be asked to disclose on, for example, their entry forms, whether they have medical or first aid skills which might be useful in an emergency.

R.Ugalde advised that in the event of emergency services being called out, the post code was informative, and might be included in Chief Marshall's packs.

## 05/17 TROPHIES

Nothing to report

## 05/18 ANY OTHER NON-CHAMPIONSHIP BUSINESS

05/18/1 (Ref 04/34/9) Risk Assessment Form: This document has been updated to include the differential test. (Att. 04/34/9A)

05/18/2 Reclassification: R.Ugalde asked whether the adoption of MCC style reclassification certificates should be considered for ACTC. For example, would a 1200cc Anglia be better represented in Cl. 5 instead of Cl.3? This issue had been raised before, and one associated topic is the car/driver combination.

**Action: RU to study the issues and generate proposals**

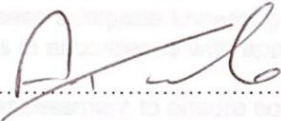
05/18/3 Spanish Trial: D.Hibbert continued to advertise his Andalucian event in Restart, and extended an invitation through Council.

05/18/4 Dinner & Awards Event: All were reminded of this inaugural event on 4<sup>th</sup> June at Aztec, Bristol: additional ticket sales were required for the event to become financially viable.

#### 05/19 DATE, TIME & PLACE OF 2005 AGM

14.00 on Sunday 25<sup>th</sup> September at the Portcullis Inn, unless another venue is advised.

Signed.......... Dated.....

Approved.......... Dated..... 25/9/05.....

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#### **Attachments**

Circulated with Agenda

05/10/1AA	A.Brown	Rights of Way Report
05/14/1AA	D.Haizelden	Championship quality Report

Circulated with Minutes

05/7/1A	B.Selkirk	Financial Report
05/8/1A	S.Woodall	MSA Report
05/11/2A	B.Bennett	HMI Show Report
05/13/1A	C.Phillips	2005 Events Calendar
05/13/2A	C.Phillips	2006 Events Calendar
05/15/2A	K.Johnston	Motorcycle Championship Report
05/18/1A	A.Tucker-Peake	Risk Assessment Form V2





Attachment 05/7/1A

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

Company Number : 04303196

**For The 12 month Period to 31.12.04.**

Income - Club Subscriptions 22 clubs x £40	880.00	Engraving & replicas estimate	450.00
- Motorcycle subscriptions 9 x £15 ( 8 both)	135.00		
- Advertising Revenue	295.00	Championship Printing & Stickers	194.29
- Advertising Revenue Historic Car Show	334.87	Championship Secretary printing etc	23.28
- Championship contenders	3,738.00	Championship 2004 Awards Dinner & Dance deposit	300.00
- NEC Income	0.00		
Bank Interest	82.85	Restart, 4 issues	1,521.00
		Restart postage, 4 issues	295.01
		Webb site/PR	105.74
		Historic Car Show	607.43
		ACTC Reserves	0.00
		MSA & ACU	52.00
		Limited company annual return	15.00
		PR costs	0.00
		Meeting Room Hire	200.00
		General Secretary postage & photocopying	39.01
		Quality Officer postage	0.00
		Byways & Bridleways trust subscription	15.00
		Scrutineering costs	100.00
<b>Total Income</b>	<b>5,465.72</b>	<b>Total expenditure</b>	<b>3,917.76</b>

**Profit for the year to 31.12.04** £ **1,547.96**  
82.85  
1,465.11

**Audit Exemption Statement -**

For the year ended 31 December 2004 the company was entitled to exemption under section 249a(1) of the Companies Act 1985

No Members have required the company to obtain an audit of its accounts for the year in question in accordance with section 249b(2)

The directors acknowledge their responsibility for:

- ensuring the company keeps accounting records which comply with section 2221; and
- Preparing accounts which give a true and fair view of the state of affairs of the company as at the end of the financial year, and of its profit or loss for the financial year, in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Companies Act relating to accounts, so far as applicable to the company

The accounts have been prepared in accordance with the special provisions in Part VII of the Companies Act 1985 relating to small companies.

**Directors Signature**

**Directors Name**

**Date**

Mr S P Woodall

## Notes on the MSA Trials Committee Meetings 10<sup>th</sup> May & 12<sup>th</sup> July 2005

The May meeting was nearly all taken up with discussion on the latest round of DEFRA proposals. These proposals were amended on the 13<sup>th</sup> May by the minister. These changes do not answer all the matters submitted by LARA to the High Court and so the matter is still outstanding, but currently in abeyance. This change does not mean that events are no longer subject to Cross Compliance Regulations

In addition to this, consideration was given to the new proposals from Simon Harris for revamping the way Index of Performance works. This idea were rejected, on the grounds that whatever the faults of the existing system, it was at least understood by those that wished to do so. It was felt that where people were "bucking the system" it was better to change the rules to prevent this. Typically to prevent people from changing classes on the day when it became clear that running in a different class (in the same car) would be beneficial.

A letter regarding the general state of PCT's was discussed, and although the majority of proposals were felt to be the remit of BTRDA rather than the MSA Committee the document did include a proposal that the MSA should change the PCT championship for a Classic Trials Championship. The MSA has a Championships Committee and it is that committee's decision to create or vary championships. It was agreed that the championship committee should be asked to consider a Classic Trials Championship. It is their decision as to whether any such championship should be either instead of or as well as a PCT championship.

The committee had received a letter from Nigel Brown requesting a review of a decision of the ACTC Technical Panel dating from the summer of 2000. I outlined the discussions that had been held that summer, and supplied the committee with copies of the correspondence. The committee accepted that the Technical Panel had made the correct decision, and the Chairman would write and relate this. This car is an example of the "problem" of Class 7 and where does "modified beyond" end and "special" begin. As the car does not satisfy a couple of the key tenets of class 7: The wheelbase has been changed; and the engine is not one that the Allard fraternity in general found acceptable as far as a Cass 7c spec was concerned. The car had run in a number of events during the spring of 2000 in class 7 and no one had queried it, but rather than letting sleeping dogs lie, Mr Brown had asked for written confirmation that his car was legal and that we were unable to do. The option to apply for an MCC reclassification certificate had been mooted but this had not been taken up.

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The July meeting studied a paper from LARA regarding Cross Compliance. This is important reading for all clerks of course and is appended to this document. It is the MSA's intention that its website will have a section dedicated to Cross Compliance with specific recommendations for each sport. ACTC Officers will be drafting the Classic Trials Guidelines over the summer. Cross Compliance is important to the sport because it is about maintaining the countryside. Farmers can lose their SPS payments if they are seen to be failing in this area. DEFRA will be, as they have done for some time in other areas of farming controls, using satellite technology to observe the way that farmers are managing their land. The MSA may send inspectors to check land before and after events. It should also be noted that all the points on this scheme are to be reviewed at the end of the year, so it might be "All Change" again next year, any any victories we have won may well be negated.

A paper from Motor Sports Council entitled "A Development Strategy for 'Grassroots' motor sport?" was received. It was felt that the paper asked only the question "Should there be a strategy?" without any real attempt to identify any direction for that strategy or even what the term "grassroots" meant to the presenters the paper.

The committee considered the possibility that the "Standard Car Trial" was no longer a valid form and could be deleted from the Blue Book. The MSA team will check to see how many permits have been issued.



**RIGHTS OF WAY REPORT**

Attachment to Agenda item 10

**9.1 GENERAL**

- My remit seems to have expanded, by default, to include reporting on “countryside access” issues in general. The latest information is generally available on my **Rights of Way News** website, now at <http://www.rightsofway.info>. I try and pull-together, in one place, everything that might be of interest on these issues and include links to other relevant websites such as the MSA (mainly for Press Releases), the TRF, DEFRA, etc.
- I strongly suggest that those ACTC officers and delegates without internet access find a representative within their club who can keep them up-to-date. Correspondence on these issues often comes in bursts of feverish activity, when I can barely keep up with publishing the latest information, and I just do not have the time to keep individuals informed other than via the website.

**9.2 COUNTRYSIDE AND RIGHTS OF WAY ACT, AND DEFRA CONSULTATIONS**

- At the last Council Meeting I reported on the creation of the DEFRA-sponsored “Time Limited Rights of Way Motorised Interest Working Group”.
- This Group reported to the Minister in November 2004 but the proposals were kept confidential until the Minister published the results of the consultation exercise on Motorised Vehicles on Public Rights of Way (in January 2005). All these documents are now in the public domain, and available from my website.
- This whole issue is now in abeyance due to the General Election and the widely-predicted “moving-on” of Alun Michael to another ministerial role.

**9.3 RIGHTS OF WAY IMPROVEMENT PLANS**

- All Local Authorities are required, by the CROW Act, to prepare these over the next two years and the first are now becoming available. I have commented on the Devon ROWIP, which is actually quite a good (i.e. not anti-motoring) document, on behalf of the ACTC.
- Would clubs please look-out for information about ROWIPs in their local press and keep me informed so that I can ensure we organise a co-ordinated national response in addition to any local responses from the affected clubs.

**9.4 DEFRA AND THE SINGLE PAYMENT SCHEME**

- This is potentially a far more serious threat to motorsport than anything arising out of the CROW Act, so far, although classic trials are likely to be less affected than Sporting Trials and PCTs.
- The MSA is organising the opposition and I’m attempting to keep up-to-date with the latest information and publish what’s relevant on my website.
- Clubs must respond to the MSA request for information by 16<sup>th</sup> May 2005 and I attach a copy of the MSA questionnaire - (MSA3776.pdf).

**9.5 GENERAL ASSISTANCE TO CLUBS**

- In the last six months I have provided specific assistance to several member clubs on rights-of-way and access issues, most recently by contacting the local newspaper which threatened to print an anti-motoring article after the Kyrle Trial. We didn’t achieve all we would have liked in this case but we did at least ensure that the article was balanced.
- I’m always available to help local clubs by supporting local issues with a national overview.

**9.6 ACTC TRIALS SECTION DATABASE**

- Maintenance continues as normal.

Andrew Brown  
29<sup>th</sup> April 2005



**Championship Monitor September 2004 – April 2005**

With a near scare of a Class 1 car coming close to winning the Wheelspin this years events proved very tough and found the Wheelspin competed over by classes 7 and 8 with Paul Bartleman taking the honours on the final event. The Crackington had a quirky finish when a lesser result on the Allen provided Adrian Marfell with the championship.

John and June Blakeley scrutineering has been a great success; it gives competitors somewhere to voice any concerns they have about any other cars whilst still keeping some degree of anonymity. Also if any changes need to be implemented this can quickly be done.

**What makes a good event?**

1. Good start venue
2. New sections to help keep a trial fresh
3. Competitive sections
4. All classes with a chance of being in the top 15
5. Careful setting out of markers, i.e. not stopping most of the field at the 10 marker with only a very small number carrying on to clean the section.

**Restarts**

A well set up class 8 car can climb almost any hill without a restart.

If there only 5 restarts on 14 hills in the route card, a class 8 car could reasonably be said to be competing on only 5 hills whereas the lower classes would have to compete on all 14. Restarts need not be at the 6 marker. More use of higher re-starts should be made at the 3 or 2 marker. These could be watched by the top marshall. All other classes should restart proportionally.

**Tyre Pressures**

Blanket tyre pressures are of no use. It only disadvantages the lower classes.

Selective pressure limits on hills only work if checked on the start line. Descending limits should be applied 18-10lbs for example.

**Taw & Torridge, 5 September 2004**

With the first event of the second half of the season saw a new crew in charge and a new start venue (Killarney Springs) a healthy entry of bikes swelled the numbers to 80+ but numbers were still down in classes 2, 4 and 5. A few problems were encountered with the route card but generally the observers were very happy with the event. Most of the experienced competitors were able to complete the trial without dropping many points. With the event so early in the season more use of restarts placed carefully may be needed if the dryer conditions are to be encountered at this time of year.

### **Exe Valley, 19 September 2004**

Roger Ugalde and his team this year came up with a new start venue, the Exeter Court Hotel which in the past has been used by the MCC. This year Greg Warren played a very active role and with the introduction of some new hills and some local rain showers the Exe Valley proved to be a very tough event compared to the previous year's, when over a third of the entry went clean. The observers praised this event very highly and it was high on the list for Trial of the Year.

### **Exmoor Clouds, 17 October 2004**

With an entry of 80 cars and bikes the Exmoor Clouds still proved to be very popular and with the introduction of Oxgrove this made for a very competitive event. With the Blakeleys operating a two lane scrutineering bay everybody managed to get through and refreshed in plenty of time. The diff test this year was in fine working condition. On the day of the event a bike race coincided with the trial meaning the cancellation of Steep Lane and a marshall was injured on Maddocks and an ambulance was quickly in attendance, fortunately the marshall made a quick recovery. With problems at Port Lane the trial unfortunately started to run into overtime and the marshalls at the final sections decided to call it a day when it was pitch black in the forest. The trial without doubt is a great challenge but Dick Hutchings needs some back up as he carries most of the responsibility upon his shoulders. As previously quoted a pre-requisite for the Exmoor is 1) a compass; 2) plenty of spares and 3) a torch!

### **Tamar, 21 October 2004**

The Tamar this year adopted a new approach with no restarts for the upper classes and a blanket tyre pressure limit. The early part of the trial was of no real challenge and soon competitors began to worry how the club was going to stop the upper classes. Fortunately with the placing of some marker poles on the penultimate section class 8 was eventually stopped. Whereas the Exmoor Clouds attempts the impossible the Tamar seems to be taking a very tame route. Without a serious challenge for the more competitive drivers they might struggle for numbers although Launceston Motor Club might be trying to appeal to the class 0's.

### **Hardy, 21 November 2004**

Unfortunately the Hardy did not run this year and with various stories circulating the real reason has yet to be revealed. Hopefully Woolbridge Motor Club will let the ACTC know if there are any problems to be addressed or any help that needs to be forthcoming.

### **The Allen, 28 November 2004**

With start venue again at the Cross House Inn at Doynton the landlord once again made everyone feel very welcome. The paperwork, route marking was as expected – brilliant and once again a full entry of 70+ cars. This year the only downside the observers noted was the lack of sections (only 9) but the trailer parking possibly more than made up for this!



### **The Camel, 5 December 2004**

This year a new start venue at the Victory Hall Roache with a mobile caterer in attendance this proved very adequate. Camel Vale once again put on a very challenging event which was non-damaging and the finish venue was moved to the Brough Arms which is the usual finish for other Camel Vale events. With the sad news of Graham Brasier the competitors were a bit subdued at the finish. The event was won by a Class 8 with the lower classes a country mile behind.

### **Clee Hills, 23 January 2005**

With the opening round of the 2005 season a very healthy entry of 100 competitors set out on a snowy Clee. After the criticism of last year of finding most of the hills too easy it was a totally different story this year with a very competitive event and even some competitors complaining that a certain section was too rough, (a first for Pat and Jonathan). With all classes in the top ten of the results this proved to be a very popular event. Once again using the double loop route all competitors finished in very good time despite the best efforts of the weather gods. With the overall going to Class 4 followed closely by a Class 2 this was a winning formula and has set a tough marker for trial of the year.

### **North Devon, 30 January 2005**

The observers this year praised the North Devon event very highly. The route marking, the route card and results were of a very high standard. A few queries to the provisional results were received by the club which were speedily dealt with and the final results followed very quickly. With some very well placed restarts this made for a very competitive yellow and red category event but Class 8 still came out on top.

### **The Northern, 19 February 2005**

With ever increasing numbers on this event Fellside Motor Club are beginning to make an impact in the trialling world. Once again the spectacular scenery was loved by all and the shortened route is also favoured. When a Class 3 Escort ticks all the 'excellent' boxes then you know the event is heading in the right direction.

### **The Kryle, 24 April 2005**

This year saw a new start venue just up the road from the previous start with plenty of parking and a decent café, the competitors were well watered and fed. With a couple of dry years previously the rain gods wreaked havoc on the hills this year which required Adrian Marfell and his team to be up to speed as the hills were in challenging conditions. Unfortunately some saloons suffered damage at Braeburn with over zealous driving when a cautious approach was needed. Some deep ruts also appeared because of the soft ground which caused some drivers to complain at the finish. Despite the poor conditions the event ran like clockwork with negligible delays. The results team produced the scores within 30 minutes of the last car finishing.



Having received a request from Thomas Bricknell the President's Trial on 17 April 2005 was observed.

The weather played havoc on the day. Thomas responded very well to the worsening conditions and cancelled four sections which kept the event moving and the trial finished on time. Lower starts lines were deployed for the blue category cars on the day which was of a great help as was the double marking of the hill.

The sections were very competitive with a good mixture of lanes and forests and were well marked and marshalled.

Some errors were encountered with the route card and with a lack of road marking, local knowledge helped most of the competitors through.

The Presidents Trial was as good as any trial already in the championship. With the Bricknells behind the scenes this can only turn into a top event.

I believe that this is a satisfactory start, however I am sure that more could be done to stimulate membership and would welcome views from Council.

#### The Championships

The Poultry League for adult motorcyclists has a total of 14 rounds in 2005 and the Red Rose Road, 13 rounds. Cheltenham Horse Guard motorcycle club has organised the ACTC for 2005. My thanks go to member Dave Mason for helping to achieve this outcome and thereby ensuring the retention of the Sprinter role in our calendar of championship events.

The changes to regulations and arrangements have significantly simplified the updating of the Championship tables. The positions after the Lands End trial are:

#### Poultry

Chris Povey 58 points  
Roger Litchingham 23 points  
Tom Beckering 21 points  
Graham Manspeck 20 points

#### Red Rose Road

Trevor Giffins and Andrew Paterson tied on 31 points  
John Hind 26 points

#### Provisional activity

Updated motorcycle related material for the web site was prepared earlier this year including a guide to taking up long distance motorcycle trials. This material has now been posted on the ACTC web site.

## Report to ACTC Council Meeting Sunday 8<sup>th</sup> May 2005

### Motorcycle Championship Co-ordinator's Report

#### Championship registration

This was a key issue for the ACTC at the time that we took up appointment and Council approved recommended changes to the registration arrangements at their AGM last year. The changes effectively harmonised the motorcycle competitors with car competitors requiring a positive membership registration with the ACTC in order to compete in the two championships.

Over the past six months the changes and membership of the ACTC have been actively promoted through articles in *Trail*, the membership magazine for the Trail Riders Fellowship and the Motor Cycling Club's *Triple* magazine.

The Membership Secretary advises me that 3 riders have registered for the Red Rose Bowl and 19 for the Pouncy Championships. A number of these are 'new' members.

I believe that this is a satisfactory start, however I am sure that more could be done to stimulate membership and would welcome views from Council.

#### The Championships

The Pouncy League for solo motorcycles has a total of 14 rounds in 2005 and the Red Rose Bowl, 13 rounds. Cheltenham Home Guard motorcycle club has rejoined the ACTC for 2005. My thanks go to member Dave Mason for helping to achieve this outcome and thereby securing the retention of the Sphinx trial in our calendar of championship events.

The changes to registration arrangements have significantly simplified the updating of the Championship tables. The positions after the Lands End trial are;

##### Pouncy -

Chris Poel 35 points  
Roger Tushingham 23 points  
Tom Beckerleg 21 points  
Graham Makepeace 20 points

##### Red Rose Bowl -

Trevor Griffiths and Andrew Petherick tied on 31 points  
John Hind 20 points

#### Promotional activity

Updated motorcycle related material for the web site was prepared earlier this year including a guide to taking up long distance motorcycle trials. This material has now been posted on the ACTC web site.

**A Meeting of the Council of ACTC will be held:  
Sunday 8<sup>th</sup> May 2005 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 26 September 2004)
- 3. Matters arising therefrom** (unless covered below)
- 4. To receive nominations and to elect:**
  - 4.1 President
  - 4.2 Vice Presidents (if any)
- 5. To receive nominations to elect:**
  - 5.1 Chairman
  - 5.2 Other Officers
- 6. ACTC Club membership**
  - 6.1 Ilkley & District M.C
  - 6.2 Cheltenham Home Guard M.C.
- 7. Financial report – Barbara Selkirk**
  - 7.1 Report on income and expenditure and balance sheet for year ended 31.12.04
  - 7.2 Limited Company issues incl. auditor
- 8. To receive a report covering the MSA Trials Committee**
- 9. Technical matters**
  - 9.1 Cl. 7 spec. sheet implementation
  - 9.2 Differential testing & rollers
- 10. Rights of Way report – Andrew Brown**
- 11. Public Relations report**
  - 11.1 General – Andrew Brown
  - 11.2 HMI Show – Bill Bennett
- 12. Restart & Website report – Pat Toulmin**
  - 12.1 Listing including editor (C.P.)



- 13. **Trials Calendar** – Chris Phillips
  - 13.1 Remaining calendar for 2005
  - 13.2 Proposed calendar for 2006
- 14. **Championship Quality report** – David Haizelden & John Blakeley
- 15. **Season reports**
  - 15.1 Cars – Chris Phillips
  - 15.2 Motorcycles – Keith Johnston
- 16. **Any other Championship business**
  - 16.1 Summarise Cl. 5b guidelines in Restart (S.W.)
  - 16.2 Team championship ideas (Clubs)
  - 16.3 Update scrutineering cards for spec sheets & noise (S.W.)
- 17. **Championship trophies** – Mike Chatwin
- 18. **Any other Non Championship business**
  - 18.1 Update and distribute Risk Assessment form (AT-P)
- 19. **Date, time & place of 2005 AGM.** (*Calendar 25th September*)

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