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Minutes of the Council of the ACTC Council held at the Portcullis Inn, Tormarton, on 7th May 2006

PRESENT:

| | |
|---------------------|--------------------------------|
| Robin Moore | President |
| Simon Woodall | Chairman / VW OC |
| Giles Greenslade | Vice Chairman |
| Chris Phillips | Championship Secretary |
| Barbara Selkirk | Treasurer / VW OC |
| Adrian Tucker-Peake | Secretary |
| Pete Hart | Cl.7 Co-ordinator |
| Pat Toulmin | Restart Editor |
| John Blakeley | Series Scrutineer & SDMC |
| June Blakeley | Assistant to Series Scrutineer |
| Dave Haizelden | Championship Quality Monitor |
| Alan Foster | Vice President |
| Hans Viertel | Camel Vale Motor Club |
| Martin Willis | Fell Side Auto Club |
| Andrew Martin | Holsworthy Motor Club |
| Jim Wood | " |
| Barrie Kirton | MCC |
| Dudley Sterry | " |
| Brian Osborn | MG Car Club |
| Jonathan Toulmin | Midland Automobile Club |
| Colin Harris | Morgan Three Wheeler Club |
| John Barthram | North Devon Motor Club |
| Rodney Murch | " |
| Richard Andrews | Ross & District Motorsports |
| Neil Forrest | " |
| Barry Clarke | VSCC |
| Tim Whellock | Windwhistle Motor Club |

The meeting followed the draft agenda circulated on 19th March.

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

06/1 APOLOGIES

Received from: A.Brown, T. Coventry, G.Dixon-Smith, K. Johnston, N. Moss, M. Tooth and J. West

06/2 MINUTES OF AGM (25th September 05)

The minutes were approved and signed.

06/3 MATTERS ARISING

Agenda items below cover all matters.

06/4 PRESIDENTIAL ELECTIONS

06/4/1 No nominations received for president.

06/4/2 No nominations received for additional Vice Presidents.

06/5 OFFICER ELECTIONS

06/5/1 No nominations received for any positions. Current officers were approved:

Proposed: VSCC
Seconded: Fell Side
Approved: *nem con.*

06/6 ACTC CLUB MEMBERSHIP

Morgan Three Wheeler Club had applied for membership: C.Harris explained that he had competed in Cl. 0 and that colleagues had competed in the motorcycle class. MTWC have about 1000 members, and CH is keen to help ACTC where possible, while also seeking assistance to run a trial within the club to stimulate enthusiasm for our sport.

The Chairman noted that pre-war 3 wheelers are eligible to compete in a car class.

Membership proposed: LNCCMC
Seconded: MCC
Vote carried

Action: P.Toulmin to source club details for the website

06/7 FINANCIAL REPORT

06/7/1 Income & Exp 2005: B. Selkirk presented the document (Att. 06/7/1AA) and reviewed particular items, ie:

- All trophy repairs and replacements had been completed and paid for
- No provision had been made for the Awards Dinner Dance, but this event will be sponsored in 2006
- the limited company annual return was a fine payable for an oversight in submitting annual details
- the balance sheet is healthy, with no income increases envisaged
- no financial provision will be made for the HMI show in 2007
- unsure beforehand of expected HMI costs
- budget can be higher for future Restart publications
- championship fees can be stabilised for next 5 years

06/7/2 Limited Company: no items to report.

06/8 MSA TRIALS COMMITTEE

S.Woodall summarised his report (Att 06/8AA) and reviewed the status of the four national trials series, ie:

- | | | |
|--|---------|------------|
| - MSA Production car trials championship | - 11 | contenders |
| - BTRDA sporting trials championship | - 94 | " |
| - BTRDA production car trials championship | - 35 | " |
| - ACTC championship | - c 170 | " |

With the strength of the Classic Trials championships, there is good potential for MSA recognition, and possibly the displacement of an existing championship.

A.Foster noted that past MSA objections to the Classic Trials championship regarded the strong South west focus of the sport – with today's broader spread the proposal would be easier to justify.

T.White asked Council whether ACTC really wants MSA championship status, with the attendant exposure and attention. S. Woodall remarked that the association once 'hid its light under a bushel' but that now was a good time to show that members were sensible users of the countryside. SW noted that the MSA has a championship department which will decide, then will ask clubs if they wish to join the championship.

A.Young stated the need to avoid 'by passing' of any contending event to other, non championship clubs.

D.Sterry expressed concern that any MSA championship would necessarily exclude the MCC events because they were 'closed to club'.

J. Toulmin asked that all potential contenders must be members of ACTC club.

06/9 TECHNICAL MATTERS

06/9/1 (Ref. 02/9/2) Cl.7 Spec Sheets: P.Hart reported that sheets were now in place for all popular kit cars: next will be the Spartan and other less popular models. 38 of the Cl. 7 vehicles are currently registered, but PH reminded competitors to send their completed sheets to C.Phillips who can send the master list to J. Blakely prior to each event. Competitors do not need to present their sheet at each event, and CP can issue replacements if requested.

J. Toulmin noted that the Marlin spec sheet was changing to accommodate mixes of approved engines and gearboxes – however he expressed concern that such information was not widely known to members. He suggested that such a change ought to have been reviewed by Council, but recommended that any update ought to be relayed to all Cl. 7 competitors using the list held by CP.

Action: P. Hart to update Cl. 7 and all competitors

R. Moore asked that specific changes such as this be referred to Council in future.

Action: AT-P to list as AGM agenda item

06/9/2 Differential Testing: J.Blakeley submitted his report (Att. 06/9/2A) He and June had found that the twin jack up test method was proving quicker to carry out than the roller test, providing the driver jacked the car. However, the method was not wholly consistent, since on the Hardy trial two Sierras yielded different characteristics.

D.Haizelden observed that class leaders put in a lot of effort to present well prepared cars and any anomalies from these would become evident. M.Willis suggested that instead of random testing, the assessment should be made on those competitors who had won classes in the previous event.

S.Woodall reported that Ross Norman was building what could be the definitive machine, an individually braked test unit.

06/9/3 Fire Extinguishers: Scrutineers will now be checking pressure gauges and for the correct AFFF extinguishant.

J.Toulmin noted that the accessibility of extinguishers needed to be clarified: S.Woodall responded that ACTC can apply 'local' rules, and stated that units should be visible and accessible to the driver, passenger and/or marshal.

N.Forrest and D. Sterry noted that some events such as the Kyrle and Northern require fitment, and MCC will mandate in 2007, while ACTC has 'recommended'. M.Willis highlighted that mandated fitment is a positive feature on a risk assessment.

Action: Club regs to state that a fire extinguisher MUST be fitted

06/10 RIGHTS OF WAY REPORT

06/10/1 A.Brown's report was circulated beforehand (Att. 06/10/1AA), which included actions for all clubs.

06/10/2 T.White asked for guidance regarding sign age encountered on the Exeter Trial, ie. 'Agricultural Vehicles only'. The Chairman recommended a check of the definitive map and list of streets, and seeking clarification of whether it was a legal traffic restriction order, or simply advisory.

06/10/3 A.Young advised that warning signs should be placed where public footpaths cross sections, and that highway authorities are advised of the situation.

06/11 PUBLIC RELATIONS

06/11/1 General: Nothing to report.

06/11/2 HMI Show: The stand had been well received, and yielded better awareness from non-participants of Classic Trials vs. PCT's, with much positive interest. The smaller stand worked as well as 2005's larger stand. However, it only proved viable since I. Williamson gave the stand at a far lower price. and it will only be repeated in '07 if on the same terms.

S.Woodall noted that it is increasingly worthwhile for clubs to exhibit at country shows, although no new specific proposals have been put forward by clubs.

06/12 RESTART & WEBSITE

06/12/1 P.Toulmin advised that Issue 17/2 would be delayed by one week to permit inclusion of photos and reports from the Ilkley Trial.

She also reported that having sought an alternative publishing quote, she was happy that the current suppliers are cost competitive.

D.Haizelden said he would like to see more results pages in the magazine, particularly for easy reference. PT noted this request, but replied with 3 associated problems, ie:

- photos & articles displace space available for results pages
- configuring results pages is very time consuming
- organisers are still slow to send electronic copies of results

06/12/2 C.Phillips asked whether it might be timely to offer distribution of Restart electronically – such a move might result in wider take up, and reduced costs. Discussion covered the requirement for archive copies (association and personal), the relaxation of reading a printed copy, and the pros / cons of having the material on the website.

Action: CP to launch a survey of member preferences

³
06/12/2 R.Andrews reported that R&DMS are benefiting from many new members, many of whom need to be introduced to Classic Trialling. He requested that all clubs should receive a complimentary copy of Restart to assist in such promotions. This suggestion was approved.

Action: Clubs requiring a complimentary copy of Restart to send their request and recipient's details to C. Phillips

06/13 TRIALS CALENDAR

06/13/1 2006: Issue 2 of the calendar has switched the Hardy & Allen, thus avoiding a clash of the Hardy with the Neil Westcott. Att. 06/13/1AA

No other calendar changes were requested.

Action: VSCC to advise date of their Welsh Rally

06/13/2 2007: C.Phillips advised that he had transferred dates from the '06 calendar, but needed confirmation from clubs of dates for 8 events: all of them were approved by the respective delegates.

Windwhistle would prefer their event to be earlier with respect to the Kyrle and Lands End but agreed to their date: CP noted the scope for events through March.

Action: CP to issue '07 Draft 1 with the minutes, Att 06/13/2A

06/14 CHAMPIONSHIP QUALITY

06/14/1 D.Haizelden reviewed his report (att. 06/14/1AA) and note that in general, for both ACTC and MCC events, contender numbers were falling, although the Clee and Cotswold Clouds trials were consistently oversubscribed. He suggested that the decline might be due to travelling and fuel costs, and encouraged clubs to consider ways to reduce their costs and hence entry fees, for example through greater use of e-mail.

His recommendations prompted detailed discussion of such opportunities, including that referred to in 6/12/1. A.Young noted that large quantities of paper regs were sent out to non contenders: T.White observed that much of such material was repetitive. A.Foster suggested that announcements of events might simply refer to the key details, with exceptions to the year's SSR's.

Action: CP's survey to include a pilot of simpler regs with 2 or 3 clubs

06/14/2 A.Young advised that he expected to see motorcycles included in the Hardy Trial again, and suggested that the organising team comprise MCC/VWOC/WMC.

Action: SW to progress Hardy organisation with AY

06/14/3 DH said that championship contenders still provide the bulk of each trial entry. He suggested, as have others, that the championship might run over-winter instead of annually. The Chairman responded that such arrangements made it difficult to a) prepare trophies in good time, b) define a championship year. Council discussion favoured the current, annual, arrangement.

06/14/4 DH also proposed that two additional events be considered for the championship, although they were run by clubs that already featured championship events. He praised the Chairman's and President's trials. The Chairman advised of a general principle of one event per club. P.Toulmin suggested that if clubs could offer two high quality events, they might alternate each in the championship calendar. C.Phillips thought that ACTC might experiment with double events to aid the decision process.

Action: AT-P to list as AGM agenda item, and to check the rules

06/15 SEASON REPORTS

06/15/1 Cars: C.Phillips reported that a pleasing male/female mix made up the Navigator's championship. Both driver's championships were led by A.Martin. Bump & Grind led the teams.

Reflecting DH's observation, 139 contenders entered the '06 championship, down from 165 in '05. CP noted that some competitors might be sourcing their regs off websites, without paying a subscription: in the Kyrle Trial, 9% of forms used were not official documents.

06/15/2 Motorcycles: K.Johnston submitted his report with the agenda (Att. 06/15/2AA) particularly seeking feedback on a sidecar safety issue from all members, officials and competitors.

Action: Clubs to consider current situation and potential '07 rule changes prior to AGM

06/16 ANY OTHER CHAMPIONSHIP BUSINESS

06/16/1 (Ref 03/26/1) Team Championship: C.Phillips had sought responses following the recently tried '3 of 4' structure: none had been favourable.

G.Greenslade said that he preferred the original structure, but that the team championship ought to be constantly publicised, eg. through Restart.

06/16/2 Safety Policy: D.Haizelden suggested that marshals should feel empowered to remove dangerous loose rocks from sections, without feeling that they would be criticised for interfering.

T.White recommended that mud flaps ought to be more widely adopted, since thrown mud and stones were a direct hazard to marshals and spectators. AT-P noted that FWD's were particularly provocative, and agreed to promote the solution through Restart.

Nothing further to report from R.Ugalde.

Action: RU to distribute MCC safety policy document

06/17 TROPHIES

G.Greenslade reported that all items were now in very good condition.

06/18 ANY OTHER NON-CHAMPIONSHIP BUSINESS

06/18/1 Awards Event: Arrangements for this event were under way, with attendees expected to number the same as for 2005's inaugural occasion.

06/18/2 Motorcycle Co-ordinator: R.Moore asked whether candidates had been approached to take over from K.Johnston.

Action: S.Woodall to progress a successor

06/18/3 Chassis Gauge: B.Kirton said that consideration was being given to a form of ground clearance gauge to assist in the screening and advice to competitors new to our sport. Riverton on the Lands End trial had exposed the delays associated with vehicles that are not sufficiently prepared.

06/18/4 Special Tests: M.Willis said that he would like to see a harmonised method for scoring competitors on their special test performances.

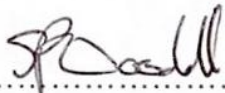
Action: AT-P to list as an AGM agenda item

06/18/5 M&S Tyres: P.Hart noted that some competitors were using tyres which exhibited an approved tread pattern, yet were becoming marked as M&S. Discussion covered whether such tyres should be permitted, or whether the PR risks associated with 'M&S' precluded their use.

Action: Tech Panel to discuss, AT-P to list as AGM agenda item

06/19 DATE, TIME & PLACE OF 2006 AGM

14.00 on Sunday 1st October at the Portcullis Inn, unless another venue is advised.

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

Approved.......... Dated.....

Attachments

Circulated with Agenda

| | | |
|-----------|------------|--------------------------------|
| 06/7/1AA | B.Selkirk | Financial Report |
| 06/8AA | S.Woodall | MSA Report |
| 06/10/1AA | A.Brown | Rights of Way Report |
| 06/13/1AA | C.Phillips | 2006 Events Calendar V2 |
| 06/15/2AA | K.Johnston | Motorcycle Championship Report |

Circulated with Minutes

| | | |
|----------|------------|----------------------|
| 06/9/2A | J.Blakeley | Scrutineering Report |
| 06/13/2A | C.Phillips | 2007 Events Calendar |

Scrutineering Report 2006

The system we have now been running for over two years seems to work to most peoples' satisfaction; at least I have had no complaints made to me regarding the system.

All regular competitors have now fitted the new type Fire Extinguishers, a check on the gauges will become part of our routine but not at every trial.

There have been a few cases of unlisted tyres I have asked the people concerned to contact Peter to arrange for any suitable tyre to be listed. This is usually done although some need more pushing than others to do it.

I have been approached by several marshalling crew to tighten up on exposed exhausts and hot engine parts as fingers are easily burned when recovering stuck vehicles (mostly on buggies or beetles and some class 8s with external side pipes)

I feel a few vehicles are rather high on exhaust decibels. I appreciate this is a very subjective point and I am no different to anyone who likes to hear an engine giving all its got on a hill. However some sections are quite close to houses whose occupants might not appreciate the finer points of thrashed engines.

The only other point is the regular one of Diffs. We have used roller and Jack up tests over the last year nothing has shown up on rollers but some unusual tests on test 2. unfortunately whatever we do has its detractors and supporters.

Any comments on the above points would be welcomed. Is there something we should do that we don't at present or vice versa. (Remember we only have between one and two minutes per car.



DIRECTORS REPORT

For the Year ended 31 December 2005

| Names of Directors | Description | Elected |
|----------------------|-------------|---|
| Mr Simon Woodall | Chairman | On Company formation 11 October 2001 company number 4303196 |
| Mr Adrian Tuck-Peake | Secretary | On Company formation 11 October 2001 company number 4303196 |
| Mrs Barbara Selkirk | Treasurer | On Company formation 11 October 2001 company number 4303196 |

The accounts for the year ended 31 December 2004 show a net profit of £508.59 after charging all expenses and taxation.

Changes during the 12 month period to 31 December 2005

There were no new directors appointed during the year.
No directors retired during the financial year.

Directors Interests & Benefits

None of the directors have an interest in any contracts or received any benefits.

Number of Employees

The company does not have any employees.

Directors Signature

Directors Name

Date

Mr S P Woodall



Profit & Loss - Association of Classic Trials Clubs

Company Number : 04303196

For The 12 month Period to 31.12.05.

| | | | |
|--|-----------------|---|------------------|
| Income - Club Subscriptions 22 clubs x £40 | 880.00 | Engraving & replicas 2004 & 2005 estimate | 863.41 |
| - Motorcycle subscriptions 9 x £15 (8 both) | 135.00 | Championship Printing & Stickers | 172.47 |
| - Advertising Revenue | 295.00 | Championship Secretary printing etc | 23.28 |
| - Advertising Revenue Historic Car Show | 0.00 | Championship 2004 Awards Dinner & Dance deposit | 500.00 |
| - Championship contenders | 3,724.00 | Restart, 4 issues | 1,620.00 |
| - NEC Income | 0.00 | Restart postage, 4 issues | 351.25 |
| Bank Interest | 163.59 | Webb site/PR | 112.67 |
| | | Historic Car Show | 1,223.87 |
| | | ACTC Reserves | 0.00 |
| | | MSA & ACU | 54.00 |
| | | Limited company annual return | 100.00 |
| | | PR costs | 0.00 |
| | | Meeting Room Hire | 200.00 |
| | | General Secretary postage & photocopying | 32.72 |
| | | Quality Officer postage | 0.00 |
| | | Motorcycle coordinator postage & photocopying | 31.08 |
| | | Byways & Bridlways trust subscription | 15.00 |
| | | Scrutineering costs | 100.00 |
| Total Income | 5,197.59 | Total expenditure | 5,399.75 |
| | | Profit for the year to 31.12.04 | -£ 202.16 |

Audit Exemption Statement -

For the year ended 31 December 2005 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 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



Balance Sheet - ACTC Classic Trials Clubs @ 31.12.2005

Company Number : 04303196

RETAINED EARNINGS

| | | |
|---|----------|----------|
| Balances Brought Forward from 31.12.04. | | |
| ACTC Accumulated Fund B/fd | 5,329.61 | |
| ACTC Reserves Fund B/fd | 3,000.00 | |
| | | 8,329.61 |
| 12 month Profit to 31.12.2005 | -202.16 | |
| ACTC Reserves to 31.12.2005 | 0.00 | -202.16 |

Total £ 8,127.45

ASSETS

| | |
|--|---------------------------|
| Trophies - donated | 1,101.00 |
| General Secretary PC & printer-fully depreciated | 549.90 |
| | ===== |
| Bank account | |
| - Reserves in deposit account | 3,000.00 |
| - Deposit account | 8,077.88 |
| - Current accounts | 914.85 |
| Prepayments | |
| - Restart Postage- Editor | 90.00 |
| - Postage float - Champ Sec | 30.00 |
| Accruals | |
| - Secretary expenses | -23.28 |
| - Trophie for 2005 est. | -805.00 |
| - Byways & Bridleways & various | -90.00 Byways £15 * 6 yea |
| - Restart accrual Dec | -360.00 |
| - Dinner & Dance 2005 awards | -500.00 |
| 2006 Income in Advance | -2,069.00 |
| 2006 Advert income in advance | -138.00 |

Total £ 8,127.45

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Att 06/10/1AA

ACTC BRIEFING DOCUMENT
COUNTRYSIDE AND RIGHTS OF WAY ACT 2000
NATURAL ENVIRONMENT AND RURAL COMMUNITIES ACT 2006
Update - April 2006

Background

The Labour Government has sought, since its election in 1997, to restrict the legal use of motorised vehicles in the countryside. There have been two main thrusts to their legislation.

The first, which is broadly supported by all user groups, is to remove the uncertainties which exist in the legal status of certain parts of the rights of way network. The measures have concentrated primarily on the anomalous status of the ways known as "Road Used as a Public Path" (RUPP), and on the large number of ways which are currently unrecorded or recorded with an incorrect status. This was dealt with primarily by the provisions of the **Countryside and Rights of Way Act 2000** (CROW). In particular, the CROW Act established a new type of right of way, the Restricted Byway, which replaced the RUPP but with the right to use motorised vehicles expressly excluded.

Although the CROW Act dealt with the anomalies, and updated the framework for recording, of rights of way, it was widely believed that the result would be an increase in the number of rights of way available to motorised vehicles.

The second piece of legislation, which has proved far more contentious, is intended to prevent evidence of historic "horse and cart" use giving rise to modern vehicular use. This has been dealt with by Part 6 of the **Natural Environment and Rural Communities Act 2006** (NERC), particularly clause 67.

The current situation

CROW Act 2000 - Available on the internet at <http://www.opsi.gov.uk/acts/acts2000/20000037.htm>

NERC Act 2006 - Available on the internet at <http://www.opsi.gov.uk/acts/acts2006/20060016.htm>

Although the CROW Act became law on 30th November 2000, and the NERC Act became law on 30th March 2006, many of the provisions do not come into force until the relevant order is made by the Secretary of State (for England) or the National Assembly of Wales (for Wales).

In particular, implementation of Part 6 of the NERC Act (which refers to Restricted Byways) cannot take place prior to implementation of Part II of the CROW Act (which creates and defines Restricted Byways).

The Draft Statutory Instrument implementing the Restricted Byway legislation is available on the internet at <http://www.opsi.gov.uk/si/si2006/draft/20064069.htm>. My understanding is that this Statutory Instrument has passed through all the relevant stages of both Houses of Parliament and is now merely awaiting the Secretary of State "pressing the button". *Note: This Draft Statutory Instrument includes the Amendment to Section 33 of the Road Traffic Act 1988 which allows the use of Restricted Byways for "motor vehicle trials" under the same conditions as currently apply to footpaths and bridleways.*

We expect the Statutory Instrument implementing Part 6 of the NERC Act to follow soon after the Restricted Byway legislation comes into force.

How these two Acts will affect the organisation of classic trials

Footpaths

- No changes. Local Authority authorisation required for motorsport use as covered by Section 33(1) of the Road Traffic Act 1988.

Bridleways

- No changes. Local Authority authorisation required for motorsport use as covered by Section 33(1) of the Road Traffic Act 1988.

Restricted Byways

- Local Authority authorisation now required for motorsport use as covered by the amended Section 33(1) of the Road Traffic Act 1988. This may cause problems where ownership cannot be definitely established. In the absence of any further information, clubs may wish to start with the assumption that the Local Highway Authority is the owner.

Byways Open to All Traffic

- No changes - Local Authority authorisation not required. This includes all BOATs already reclassified from RUPPs. For those where an application for a modification order from RUPP to BOAT had been made before 20th January 2005, but not yet confirmed, the current status is "in limbo" and the exact status of each way will need to be identified individually.

Unsurfaced County Roads

- *Recorded on the List of Streets **only**, i.e. not also recorded on the Definitive Map as a Footpath, Bridleway, or RUPP/RB:* No changes - Local Authority authorisation not required.
- *Recorded on the List of Streets, **and also** recorded on the Definitive Map as a Footpath, Bridleway, or RUPP/RB:* Vehicular rights extinguished by NERC 2006. Treat as Restricted Byway, i.e. Local Authority authorisation now required.

Ways not recorded on either the Definitive Map (at any status), or the List of Streets

- The existing "grey area" status is removed by NERC 2006. These ways then cease to have any legal status until an application is made to add them to the Definitive Map. The highest status that they can be given is Restricted Byway, i.e. no motorsport use without permission.

What clubs organising classic trials must do

- Clubs must revisit their records to confirm the legal status of all ways used for their trials.
- Clubs must check whether ways recorded on the List of Streets - generally referred to as Unclassified County Roads or Unsurfaced County Roads - are also recorded on the Definitive Map as Footpath, Bridleway, or RUPP/RB. *Note: This will be difficult for those counties where the List of Streets is maintained by the Highway Authority, the Definitive Map is maintained by a separate Rights of Way Department that is not part of the Highway Authority, and the two "do not speak to each other". We must assume that those who are anti-motorist will be one step ahead of everyone, probably including the Local Authorities, in identifying these dual-status routes with a view to stopping use by motorised vehicles as soon as possible.*
- Clubs must try and establish the ownership of these "dual-status" ways as soon as possible. Do not leave it until you apply for route authorisation in accordance with the MSA requirements - this will almost certainly be too late.
- Clubs must contact the ACTC Rights of Way Officer immediately if they discover any ways which have been used for a trial in the last five years but are likely to lose their vehicular rights under NERC 2006. These ways may be covered by one of the exemptions.
- Clubs should maintain contact with their local branch of the TRF - <http://www.trf.org.uk/> - they can help us and we can help them.

**A Meeting of the Council of ACTC will be held:
Sunday 7th May 2006 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 25 September 2005)
- 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 *Motorcycle*
- 6. ACTC Club membership**
 - 6.1 Morgan Three Wheeler Club
- 7. Financial report – Barbara Selkirk**
 - 7.1 Report on income and expenditure and balance sheet for year ended 31.12.05
 - 7.2 Limited Company items
- 8. To receive a report covering the MSA Trials Committee**
- 9. Technical matters**
 - 9.1 Cl. 7 certification implementation
 - 9.2 Differential testing & rollers
 - 9.3 Fire extinguishers
- 10. Rights of Way report – Andrew Brown**
- 11. Public Relations report**
 - 11.1 General – Andrew Brown
 - 11.2 HMI Show – Simon Woodall
 - 11.3 Alternative exhibition proposals
- 12. Restart & Website report – Pat Toulmin**

- 13. **Trials Calendar – Chris Phillips**
 - 13.1 Remaining calendar for 2006
 - 13.2 Proposed calendar for 2007
- 14. **Championship Quality report – David Haizelden**
- 15. **Season reports**
 - 15.1 Cars – Chris Phillips
 - 15.2 Motorcycles – Keith Johnston
- 16. **Any other Championship business**
 - 16.1 Car scrutineering – John Blakeley
 - 16.2 Motorcycle scrutineering – Keith Johnston
 - 16.3 Team championship – Chris Phillips
 - 16.4 Safety policy
- 17. **Championship trophies**
- 18. **Any other Non Championship business**
 - 18.1 Awards Event
- 19. **Date, time & place of 2006 AGM. (Calendar 1st October)**

* * * * *

16.5 New cars in C15

18.2 Corgi replicas

Dft Consultation