

Meeting of the ACTC Council
Monday 12th April 2021 19:00hrs via Zoom.

An invitation to join the Zoom meeting will be sent to a delegate from each Member Club.

AGENDA

1. Introduction.
2. Apologies for absence.
3. Minutes of the Virtual Meeting August 2020
 - 3.1 Accuracy
 - 3.2 Acceptance
4. **To receive nominations and elect:**
 - 4.1 Presidents. No Nominations but current President is prepared to stand again.
 - 4.2 Vice Presidents. No Nominations
5. **To receive nominations and elect:**
 - 5.1 Chairman. No nominations have been received but David Haizelden is prepared to continue.
 - 5.2 Vice Chairman. No nominations have been received but Pete Hart is prepared to continue.
 - 5.3 Secretary. Bill Bennett is standing down and one nomination received For Keith Sanders
 - 5.4 Treasurer. No nominations have been received but Paul Brooks is prepared to continue.
 - 5.5 Championship Secretary. No nominations have been received but John Bell is prepared to continue.
 - 5.6 Class 7 Coordinator. No nominations have been received but Pete Hart is prepared to continue.
 - 5.7 Rights of Way Officer. No nominations have been received but Andrew Knightly-Brown is prepared to continue.
 - 5.8 Championship Monitor. Norton Selwood is moving to fill the vacant position of Publicity Officer and Bill Bennett is prepared to become Championship Monitor.
6. **Other Officers to be elected.** (to be appointed at the meeting)
 - 6.1 Motorcycle coordinator. Chris Barham is prepared to continue.
 - 6.2 Restart Editor. Pat Toulmin is prepared to continue
 - 6.3 Website Manager. James Shallcross is prepared to continue
 - 6.4 Scrutineering Officer. No volunteers have come forward.
 - 6.5 Award Evening Organizing Team. The Selwood Family are stepping down, replacement(s) required
 - 6.6 Tyre Officer. The current Tyre Officer would like to stand down so a replacement is required.
 - 6.7 Publicity Officer. Norton Selwood is prepared to take on this position.
7. **Financial Update.** Paul Brooks
 - 7.1 2020 Accounts (Attachment 1)
 - 7.2 Budget
 - 7.3 Use of some Capital spending for promotion of Trials **Discussion Item**
8. **Motorsport UK Trials Committee Report.** (Attachment 2) Simon Woodall

9. **Technical Committee** - Verbal update Pete Hart
10. **ACTC Rules**
- 10.1 **ACTC joining ACU as a non-territorial club** Simon Woodall
Update on commencement with ACU (previously planned for 1st Jan 2021)
- 10.2 **Proposal from Stroud & District MC** **Discussion Item** Simon Woodall & Carl Talbot
Presented at May 2020 meeting that original 50's trials specials should be allowed in Class 5b. SW and CT to revise and bring to April 2021 meeting.
- 10.3 **Proposal from Camel Vale MC** **Discussion Item** Alan Keat/Ian Cundy
To have two sidecar classes as the machinery being used is mostly motorcross derived which has advantages over the full sidecar.
- Class 'D1' would remain motorcycle and sidecar as defined in the ACU Trials regulations.
- Class 'D2' would be Motorcross derived outfits of any age and be allowed to run as Enduro regs with road legal tyre on the front and a trials tyre to the rear.
- Splitting the Class could benefit the MCC Trials as the riders would have a fairer class structure to compete in, allowing Clerks of Course to then make adjustments to Sections to cater for the different sidecar types if necessary.
- 10.4 **ACTC Single Venue Championship** **Discussion Item** Norton Selwood
Windwhistle Motor Club would like to propose a ACTC Single Venue Championship. These events typically have 20-40 entries and are a great introduction to Classic Trials. This is particularly so for the younger generation where, even though the REIS event insurance is reasonable, this is only "top-up" cover and the base annual insurance premiums are in some cases extortionate.
- 10.5 **Chairmans Inclusion** **Discussion Item** Dave Haizelden
Consideration of bringing existing non-Championship Trials (road and single venue events) into the ACTC Championships.
11. **Championship**
Revised 2021 Event Calendar (Attachment 3) John Bell
12. **Rights of Way Officer report.** - verbal report Andrew Knightley-Brown
13. **Motorcycle Coordinator's Report** (Attachment 4) Chris Barham
14. **Restart – verbal report** Pat Toulmin
15. **Website – verbal report** James Shallcross
16. **Championship Quality - verbal report** Norton Selwood
17. **An Update on the Awards Evening** - The Selwood family are to stand down after the next Awards Evening, replacement organizer(s) needed.
18. **A.O.B.**
19. **Date, Time & place of next ACTC AGM.**

PLEASE HAVE A COPY OF THIS AGENDA AND ATTACHMENTS AVAILABLE FOR THE MEETING



ASSOCIATION OF

classic trials clubs



**Association of Classic Trials Clubs Ltd - 0403196
Profit and Loss - ACTC
For the period 2020**

Income

Club subscriptions

Cars	£1,104.00
Bikes	£192.00
Advertising/Sponsorship revenue	£140.00

Championship registrations

Cars	£956.61	Note 1
Bikes	£0.00	
Navigators	£79.24	Note 1

Paper restart sales	£402.19	Note 1
---------------------	---------	--------

Calendar sales	£500.00
Misc	£8.97
Bank Interest	£114.54

Total Income	£3,497.55
---------------------	------------------

Expenses

Trophies / engraving		£0.00	Note 2
Restart printing		£620.10	Note 3
Restart postage		£107.52	
Calendar printing		£360.00	
Refunds		£11.00	Note 5
MS UK registration		£82.00	
MS UK Champ Permit		£60.00	
Annual return		£13.00	
Meetings (zoom)		£37.41	
LARA subs		£100.00	

Governance
Championship

£303.41	£1,087.62
---------	-----------

Total expenditure	£1,391.03
--------------------------	------------------

Profit for the year ending 31.12.20	£2,106.52	Note 4
--	------------------	--------

Bank accounts @ 31/12/20

Current account **£868.08**

Deposit account **£15,522.36**

Total **£16,390.44** Note 6

- Note 1 Does not divide into full numbers due to PayPal fees
- Note 2 No 2020 championship
- Note 3 5 issues accounted in 2020 due to mistake in 2019 only accounting 3 copies
- Note 4 Abnormally high, See note 2. 2021 free entries will adjust this
- Note 5 An m/c entrant accidentally paid for entry - refunded.
- Note 6 Bank balance includes pre-sales for 2019 dinner, carried over now into 2021 championship. £928.45.

Notes from the Motorsports UK Trials Committee – 24/02/2021

In a previous meeting Barrie Parker had raised concerns over the quality of Diff Testing in Classic Trials, and Richard Sharp – a Sporting Trialler – has offered to see if his machine is suitable for use on ACTC events. Lee Peck and Simon Woodall will visit Richard in Yorkshire once “all this” is over. Richard’s machine measures the torque difference across an axle, and can allocate a score of just how limiting the diff is, where a totally free diff scores zero, and anything over 20 is “definitely dodgy”. Currently all Sporting Trials Cars have to score 15 or less, and once this is achieved the axle is sealed.

There was some discussion regarding the use of tyres other than the defacto standard Toyo 330 in Sporting Trials, with the possibility of changing the allowed size to 175/60x15. The committee felt that this was a solution chasing a problem.

There was much discussion on the subject of Scrutineering including a simple powerpoint presentation. Motorsport UK is currently considering extending the self-declaration scrutineering forced upon us by COVID-19 into the future, with competitors simply ticking boxes to say their vehicle complies with the rules, and scrutineers on the ground just checking random cars – maybe previous winners, or newcomers. A draft of a Classic Trials oriented document was presented to the committee by Simon Woodall, who had prepared such for the abortive Clee Hills Trial. This document is attached to this report.

There was discussion of the use of electric cars in events, with the Sporting Trials fraternity proposing a Junior Trials Car powered by electricity to attract young drivers to start the sport. Two members of the committee who have university contacts volunteered to talk to these contacts with an eye to getting engineering students interested in developing such a project.

Ian Davis gave the committee a detailed run down on the current Forestry England situation as is currently possible. No discussions have yet been started on the subject of costs, but Ian was made aware of the importance of forestry to Classic Trials and the need to keep costs down for this discipline. In the past, much of the discussions between FE and MSUK have been based on the financial implications of repairs to the main forest roads. As Classic Trials tread very lightly on these and never (hopefully) use them competitively our costs can be kept to a level that simply covers the administrative costs of arranging their usage. It was pointed out to Ian that under the old agreement ACU agreed fees were different to MSUK fees which could be confusing for events involving both parties. It was noted that trials offered a “bonus” to FE when compared to Rallying, as it was not necessary to close the forest to other visitors. This closure is one of the contentious points for FE as turning away an environmentally acceptable group in favour of one that is perceived to be highly polluting (even if this is not actually the case) does not sit well on FE’s environmental credentials. Ian pointed out that after FE’s experience of being inundated with visitors after the end of Lockdown One, it was unlikely that motorsport would be allowed back into the forests until after the summer.

The Car Trials fraternity are looking at altering the rules regarding the use of cars prepared to T10 regulations in their discipline. There is a rule for their cars that prohibits a bottom gear ratio lower than 17:1. It would seem that Classic Trials cars on PCT’s (oops! sorry) are getting round this by invoking T10.9 and fitting much smaller wheels.

The question of underage drivers was discussed, raised by Simon Woodall after a number of crews on the Clee Hills Trial had asked if an underage driver of a shared crew could drive the private land sections. The committee felt that changing the blue book to reduce the driver age was not a good idea, especially in view of the recent discussions on the ability (or otherwise) of many competitors to reverse safely. It was also noted that if an organiser, such as for a single venue event, wanted to allow underage drivers having satisfied themselves of the safety issues, it could be done by running the event on a Car Trials permit and invoking the rule that allows the event to be run to T10 Technical Formula.

The CLEE HILLS TRIAL

24th January 2021

SELF SCRUTINEERING

My Name is

Number ()

I am using tyres (including fronts & spares) that either

- Are on the ACTC list
- Are Crossplies
- Are Summer Tyres with a Block Gap of Less than 8mm

My lighting systems all function correctly

My Class 7c Car conforms to ACTC Specification

My battery earth strap is marked with yellow tape/paint

TDC on my steering wheel is marked with yellow tape

I am carrying no external ballast

All extraneous items, including tools & jacks, are firmly strapped down

(Not Class 7c)

My external spare wheels fit within the constraints (less than 100mm beyond the bumper)

I have mirrors that provide clear rearward vision as per T9.8.5

I have Fire Extinguisher(s) to a minimum of 1.75ltrs AFFF

I have a coloured Class ID disc, mounted as per ACTC Regulations:

Green	Class 0
Blue	Classes 1 and 2
White	Classes 3, 4, 5 and 90
Yellow	Classes 6 and 7
Red	Class 8

On vehicles with full height windscreens the disc should be mounted centrally at the top of the screen in that area where the forward vision is already obscured by the rear view mirror. On vehicles with a small or no windscreen, the disc should be mounted on a flat vertical surface adjacent to the competition number. If this results in the disc being mounted on a background of a similar colour to itself, then the disc must be mounted on a white rectangle measuring 155mm x 105mm (The size of a standard competition number). Discs are generally supplied by the organisers, the class number numerals must be supplied by the competitor.

ACTC Motor Cycle Report – Chris Barham

Unfortunately there isn't a lot to report on the 2/3 wheeled side of the trialing scene. 2020's events were hit right near the beginning of the season by bad weather followed by the Covid virus. Early 2021 seasons events too have been disrupted but some rescheduling of dates mean at least some of those events are being run later in the year. (fingers crossed)

What events did occur Last year showed how the free championship entry succeeded and some fresh names appeared on the score sheet. It's great that the free entry is continuing and I'd like to see some promotional work aimed at this. I'll be adding my part if James/ Norton can assist too that'll be good. An important question is can the championship be entered online? Probably in the time of from writing this to this meeting, I'll know the answer to my own question.

- *There's a proposal from the Camel Vale club to alter Class D to make the class fairer for the 2 main types of sidecar outfits that enter our events. I think this is a very good idea and will help the class out, probably more so if the MCC adopt the idea where more traditional sidecars are seen entering.*

I also have some ideas regarding Class A, ideas derived from some conversations a couple of years back with riders of early bikes. That being that Class A is no longer restricted to pre 70 machines but becomes a twin shock class. This will give the riders of early European and Japanese machines a competitive class to ride in. Class A is quite poorly supported for most ACTC events and it would be good to see the class expand.

I'm going to "work" on this idea by discussing the suggestions with various riders throughout the year, get opinions from those it would affect and hopefully have a plan in place for discussion and a future trialing season.

That's about it from me.