

Minutes of the Meeting of the Council of the ACTC
Sunday 9th May 2010
At The Major's Retreat, Tormarton

Members and Officers Present:

Barrie Kirton – MCC
John Blakeley – Scrutineer
Simon Woodall – Chairman
RW Andrews – R&DMSC
Ian Hutchings – Minehead MC
Bill Bennett – MGCC
Tristan White – Camel Vale MC
Robin Moore – President/L&NMC
Stuart Harrold – Hon. Sec.
Mark Tooth – Bristol MC
Dave Haizelden – Torbay MC
Alan Foster – Vice President
Colin Harris – Morgan 3 Wheeler Club

Stephen Bailey – Motorcycle Coordinator
Pete Hart – Class 7 Co-ordinator
Barbara Selkirk – Treasurer/VWOC(GB)
Brian Alexander – Holsworthy MC
Dick Hutchings – Minehead MC
Carl Talbot – S&DMC
Andrew Martin – Holsworthy MC
Chris Phillips – Championship Sec.
Neil Forrest – R&DMSC
Keith Sanders – Torbay MC
Greg Dixon-Smith Morgan SCC
Andrew Brown – Rights of Way
Brian Partridge – Vice Chairman

26 persons present, with 14 member clubs represented.

1. Apologies for Absence

Brian Osborn – MGCC
Dudley Sterry – MCC
Dave Foresheaw – Champ. Quality
Steve Knight – North Devon MC
John & Pat Toulmin – MAC & Restart
Stan Peel – Ilkley & Dist. MC

Tim Whellock – Windwhistle MC
Barry Clarke – VSCC
John Barthram – North Devon MC

Ian Davis – P.R. Officer

2. Minutes of Previous Meeting (AGM on 27th Sep. 09)

Were accepted.

3. Matters Arising

None

4. Election of President & Vice Presidents

President Robin Moore and all Vice Presidents re-elected unopposed.

5. Election of Chairman & other Officers

5.1 Chairman and all other officers re-elected unopposed.

The meeting welcomed Brian Partridge as the new vice-chairman.

5.2 Championship Monitor. Dave Foresheaw resigned and Dave Haizelden volunteered to return to this role.

6. ACTC Club Membership

No new clubs, Woolbridge have renewed their membership in spite of their event being downgraded.

7. Financial Report

The year end accounts were presented by Barbara Selkirk. See **Attachment 1**.
The cost of room hire and Disco for the awards evening was requested. The accounts were accepted, proposed Launceston, seconded Ross & District. Passed Nem Con.

Action - Barbara Selkirk

8. MSA Trials Committee Report

Simon Woodall reported on the latest Trials Committee meeting. A key point was the likelihood of the MSA requiring competitors to carry 'spill kits' possibly by January 2011. Organisers recommended having one for each section. These kits are not expensive if bought in quantities.

LARA have recognised that there are lots of small organisations that cannot afford LARA fees, hence LARA Forum.

The words describing a special test in regulations and other documentation should be, 'Observed Test'. Further details can be read in **Attachment 9**.

Action – All Clubs C-of-C's

9. Technical Matters

9.1 Noise Refer to **Attachments 2 & 3**. There was a lengthy discussion on the subject of noisy trials cars.

The MSA noise limit for trials cars is 100dBa at 4500 r.p.m. at a static test 0,5 meters from the exhaust outlet. It was agreed that satisfying this noise test should be the start point for all trials cars. Testing on the Lands End trial by an MSA Environmental Scrutineer only found a few cars over the 100 dBa limit. It was suggested that the Lands End results should be taken as a basis and the few of those cars not on the Lands End should be tested at future trials. Then if the ACTC feel that cars are too noisy then the ACTC can consider reducing the noise limits for trials in its own rules. It was agreed to carry out noise tests on ACTC trials to the MSA requirements, not for every car, but to ensure that all cars were tested at least once a year. Noise levels will be recorded on the scrutineering card, in the same way as other faults and if on the third time of failing the test (at the third trial) then the car should be excluded. Exclusion from results is a decision for the Clerk-of-the-Course, but if a C-of-the-C allows a noisy car to feature in the results of their event, that competitor will not receive ACTC Championship points.

9.2 Buckler Mk5/6 An application had been made to include these cars in Class 5b, which would have required some changes to Class 5b guidelines document. The technical panel felt that these changes were not warranted and therefore the car must remain in Class 7. Bucklers may now run on 18 inch or smaller diameter wheels and use radial tyres.

9.3 Differential Test Machine This rather large heavy piece of apparatus was bought to the pub on the bed of Simon Woodall's truck. It took several bodies to get it on and off the truck. The device was demonstrated very convincingly using a car with a torque biasing differential which is known to pass a standard roller test. The car just threw itself off the machine. By careful use of the two hydraulic roller brakes it is evident that the diff. is not free without the car driving off the rollers. A car with a standard free diff. was also demonstrated with no problems.

The plan is now to send the Testing machine down to Cornwall to check the 'Quaife' equipped Ford Capri and summer tests on lots of other cars and to then use the machine at the season opening Taw & Torridge trial.

Should the summer testing confirm the validity of the machine then the regulations for 2011 will be re written to include diff. testing using the ACTC machine.

Action – Andrew Brown

9.4 Quaife Type Differentials in Class 1 Refer to **Attachment 4**. David Haizelden, a signatory to this document, outlined the thinking behind the document. There was an extended discussion. Delegates are to take this back to their Clubs for discussion.

Action – All Club Delegates

There was further discussion on possibility of the use of torque biasing differentials with the torque biasing parts removed and thus just giving a stronger free diff. If this is allowed then MSA regulation T9.4 will have to be amended. The chairman will take this to the next MSA meeting.

Action – Simon Woodall

Subsequent to the meeting there has been considerable discussion on the above two items on the Classical Gas web-site.

10. Handicapping System Jonathan Toulmin has prepared a paper on possible handicapping options, see **Attachment 5**. This document will be discussed at the next ACTC Council meeting.

11. Rights of Way Nothing to report.

12. Public Relations Nothing to report.

13. Restart & Web Site Report Refer to **Attachment 6**

14. Championship Calendar

14.1 Remaining 2010 Woolbridge expect The Hardy Trial will run in 2010.

14.2 Draft 2011 Draft 2 as issued with the agenda generally agreed with some very minor changes, Draft 3 is **Attachment 10**

Action – Chris Phillips

15. Championship Reports

15.1 Car Championship For 2010 there are 134 car drivers registered, a little down on 2009. There are 460 passengers members.

In the opinion of the Championship Secretary the Team championship has so few teams entered that the championship should be scrapped.

15.2 Motorcycle Championship Stephen Bailey provided an extensive report on the championship and motorcycle business in general. Please refer to **Attachment 7** which includes actions for some organisers

The points scoring suggestions will be an agenda item for the next meeting.

Action – Pat Toulmin, make web site changes as detailed in motorcycle report.

16. Championship Quality Dave Foresheew has resigned due to pressures of work and Dave Haizelden has volunteered to take on the job.

17. Any Other Business

17.1 Holsworthy MC and Minehead MC have not paid 2010 subscription.

Action – Holsworthy and Minehead delegates.

17.2 Possibility of electronic entries and payments were discussed. Various clubs have looked into this in the past and electronic payments have proved expensive with 1% to 3% being quoted. The MCC is investigating this now and we shall await the outcome of their efforts.

17.3 Thanks were proposed to Torbay MC for including bike classes in their latest Torbay Trial.

17.4 The Stroud & District delegate produced a lengthy paper which noted a meeting held by the Stroud Club to discuss recent ACTC Technical Changes. Please refer to **Attachment 8**. As this paper was only presented at the meeting it was difficult for all delegates to understand and discuss it. Simon Woodhall and Pete Hart have offered to visit Stroud & District MC to discuss the paper and the ACTC Technical Committee changes. A mutually agreeable date to fixed.

Action – Stroud & District MC

18. Date of Next Meeting Sunday 26th September at 2:00 pm, The Major's Retreat, Tormarton.

Stuart Harrold

Hon. Sec., ACTC
10 Beechwood,
Ross-on-Wye,
Herefordshire,
HR9 7QE

Tel 01989 763403

E-Mail stuartharrold@onetel.com

If you now have E-Mail can you please let me have your E-Mail address as it reduces costs and time. Thank you.



Profit & Loss - Association of Classic Trials Clubs

For The 12 month Period to 31.12.09

Income - Club Subscriptions 23 clubs x £40	920.00	Engraving & replicas	300.00
- Motorcycle subscriptions 9 x £15	135.00	Replica replacement	550.00
		Championship Stickers	66.70
- Advertising Revenue	195.00	Championship Printing, Posting & Photocopying	103.13
- Championship contenders	3,254.59	Championship Dinner & Dance	550.00
		Championship Membership Cards	16.86
Calendars	(74.13)	Restart, 4 issues	1,565.20
Bank Interest	8.38	Restart postage, 4 issues	242.24
		Webb site/PR	103.27
		ACTC Promotional materials, video	0.00
		MSA & ACU	60.00
		Limited company annual return	15.00
		Toner cartridge	54.99
		Meeting Room Hire	250.00
		General Secretary postage & photocopying	25.00
		Quality Officer postage, paid by officer	0.00
		Motorcycle coordinator postage & printing	0.00
		Diff Tester - deposit	197.00
		Byways & Bridlways trust subscription	15.00
		Scruitineering costs	303.80
		Bank Charges - last July 2008	0.00
Total Income	4,438.84	Total expenditure	4,418.19
Prepared by Barbara Selkirk ACMA		Profit for the year to 31.12.09.	20.65
Audited by Mrs J Link			

Balance Sheet - ACTC Classic Trials Clubs @ 31.12.2009

RETAINED EARNINGS

Balances Brought Forward from 31.12.08.		
ACTC Accumulated Fund B/fd	5,700.11	
ACTC Reserves Fund B/fd	3,000.00	
		8,700.11
12 month Profit to 31.12.2009	20.65	
ACTC Reserves to 31.12.2009	0.00	20.65

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	9,135.20
- Current accounts	769.43
Restart Postage float paid to Editor	90.00
Postage float paid to Championship Secretary	50.00
Creditors & Accruals	
- G Secretary & Ltd co	-40.00
- Various previous years	-336.20
- Byways	-150.00
- Engraving Trophies 2009	-300.00
- Replicas 2009	-550.00
- ACTC Award dinner 2009	-550.00
- Promotional video	-500.00
- Diff tester	-197.00
2010 Calendars costs in advance	345.00
2010 Calendars receipts in advance	-583.26
2010 Income in Advance	-1,402.41
MSA 2010 paid in advance	-60.00

Total £ **8,720.76**

Total £ **8,720.76**

Attachment 2 to ACTC Meeting Minutes of 9th May 2010

NOISE TESTS ON TRIALS CARS

From Dudley Sterry 4 May 2010

Please submit the following to the meeting under item Agenda Item 9.3 Exhaust Noise

Having read the exchange of emails dealing with noise and noise testing it may be helpful to the Council Meeting to give an outline of the results of the noise testing that was carried out during the recent MCC Lands End Trial.

In summary all cars and bikes that made it to the Wilsey Down Cattle Market were tested, all the bikes passed and two cars failed. The two cars that failed were allowed to proceed following repair and re testing. The testing was carried out by an MSA Scrutineer using a calibrated noise meter, the noise level measured in each case was recorded and each competitor advised of the result.

Tests were carried out in accordance with the detailed procedure published in the MSA Blue Book for cars and ACU Handbook for bikes. The maximum acceptable noise level for Trials being 100 dBA at 0.5 m for cars and 94 dBA at 0.5 m for bikes. The test location was ideal being in a large open space on firm ground and with relatively low background noise levels.

The intention to carry out noise testing was publicised well in advance with the following statement in the Final Instructions. "Competitors whose vehicles make excessive noise may be excluded at this point."

It is evident that with so few failures, that competitors warned in advance had taken due notice and made sure that their car or bike was properly silenced and able to pass the official noise test. It seems to me that most of our perceived problem with noise in ACTC trials would be eliminated by applying and enforcing the existing rules on each and every event. This should include applying J5.17.7 which prevents the use of temporary parts, introduced I suspect to outlaw such tricks as stuffing a roll of chicken wire in the exhaust to get past a test only to have it "fall out" just around the first corner. For ACTC purposes we would also need to waive J 5.18.9 and allow noise testing at a more suitable location than the start, where PR considerations often preclude such activities.

One last point T 2.2.8 calls for noise to be checked before the start and along the route, or for trials I would suggest this should mean on sections. However noise measurements on sections are near impossible to interpret. Too many variables. At the moment I am not aware of information that suggests cars having passed the static 100 dBA test routinely produce unacceptable noise levels on sections, the exception possibly being rev limiter noise. I would suggest that if particular cars are thought to be too noisy on sections as judged by experienced marshals, they be re tested promptly. Only by carrying out this process diligently can a view be taken on whether the 100 dBA limit is about right or not, so that when the the MSA review noise levels in motor sport we can at least have an informed discussion. Personally I would be surprised if the 100 dBA limit is with us for much longer and whilst a reduction can be expected we need to be armed with some facts to ensure that any new limit is set at a reasonable level and not unnecessarily low.

Dudley Sterry

Response from John Blakeley 4 May 2010

Dudley, I think you are right in saying we should enforce the existing rules, on most trials it should be possible to find an open space, layby etc to do this. In most cases I could probably do the test myself. The blue book only suggests that the background noise needs to be 10DBa lower than measured noise.

I would like to have been at Wilsey Down to observe the proceedings but I am forced into holidays in school breaks due to having Alex.

Perhaps you could pass an opinion on the testing on the LE, several competitors said to me that no attempt was made to verify engine speed was at correct revs. One person said his was done at 2000 and no one asked him to rev higher.

John Blakeley

Reply from Dudley Sterry 4 May 2010

John, I only witnessed about five of the tests at Wilsey Down but had a look at the results for about 100 competitors; the overall picture came from discussions with C of C Roger Ugalde. His instructions to the scrutineer was not to be too picky but too weed out the really noisy cars, and Roger was happy that that's what he achieved.

The problem of verifying engine speed will always be a potential issue with cars without tachometers however I suspect its pretty obvious to an experienced ear such as yours when someone is trying it on. In my experience of being tested at speed events and seeing these tests carried out on a number of meetings, most scrutineers can tell if a car is going to be a problem as soon as the revs build up and concentrate their efforts on the problem few, waving the others through without bothering too much about revs. Its likely that the comment about testing at only 2000 rpm, probably exaggerated down for effect, came from such a judgment.

In the end the question of revs in the absences of a tachometer has to be a sort of negotiation between driver and scrutineer but the scrutineers judgment must always take presidency. If the competitor objects he should get a tachometer and try and prove his point.

Personally I don't see any excuse for an over the limit noisy car, it may require some work and some cost to get right but there is no technical bar. It's usually only a question as to where to put the extra silencer and loss of performance is much more likely to be in the mind rather than being real.

Dudley Sterry

Noise Testing May6 2010

Attachment 3 to ACTC Meeting Minutes of 9th May 2010

Scrutineering Report – May 2010

NOISE

The main subject of conversation on scrutineering this year has been noise.

I have set up the Decibel meter on several sections over the past few months, mainly to get an idea as to which cars are loudest on sections. June has on several occasions made separate notes as to which cars sounded loudest to the ear on a purely subjective basis. We carried out one test (Exmoor Trial) using the Blue Book specification test.

Response to the noise readings by competitors has varied from “tell me what you want and I will do it” to “why bother” to “are you qualified to do this” and all stations in between, some not polite.

At the end of the day we are only trying to come close to Blue Book rules that have been there for many years, but ignored before.

The MSA are encouraging people to get noise to accepted levels voluntarily rather than wield the heavy hand.

FIRE EXTINGUISHERS

Some discrepancies have arisen regarding how often AFFF units should be checked.

Some suppliers say annually but others state every 5 years. Some units must be approaching this age now and out of season is the ideal time to do this. I will make enquiries to confirm times and make this known as soon as I have the information.

John Blakely – ACTC Scrutineer
May 2010

Attachment 4 to ACTC Meeting Minutes of 9th May 2010

PROPOSAL TO ALLOW QUAIF DIFFS. IN CLASS 1

We propose that the ACTC allows the use of Quaife differentials in Class 1 cars. The transmission components of a fwd trials car take a hammering and the usual weakest point is the diff. We have all had diffs. let go, unfortunately with a fwd diff being attached to the gearbox, the split planet gears/pins etc. tend to make their way out of the diff casing and through the gearbox casing, rendering the gearbox unusable. Without specialist engineers having the time and inclination to build us custom 4-pin diffs we would have all broken so many gearboxes that we would be thinking about our future participation in the Class, so for any newcomers who don't have a friend who can build them a diff, they will rapidly lose interest after the first diff goes.

Quaife make diffs for a huge range of cars and while they are not cheap, they are certainly cheaper than 2 replacement gearboxes!, and come with a lifetime guarantee, supplied from a company with years of experience in motorsport.

The Quaife diff does slightly benefit the performance of a fwd trials car but not to the extent that Class 1 will suddenly be winning overall awards every trial, and if it is felt that the diffs are giving Class 1 an unfair advantage then pressure limits or restarts can soon control that.

The performance gained is really a by product, the important point is that it would give Class 1 a strong, reliable, readily available upgrade to standard diffs that just aren't designed for the abuse we give them!

Signed by:-

David Haizelden
James Shallcross
Nick Cleal
Ian Cundy
Lee Huck
May 2010

Attachment 5 to ACTC Meeting Minutes 9th May 2010

Handicapping in Classic Trials

Introduction

At the ACTC Council meeting of September 27th 2009, it was proposed that a handicapping scheme be considered for introduction into ACTC-approved classic reliability trials.

Background

The proposal resulted, at least in part, from discussions on permitting torque-biasing differentials for class 1 vehicles. If this will be permitted, it will almost certainly give an advantage to vehicles so equipped, when compared with similar vehicles using a “free” differential. To address this disadvantage, a handicapping scheme could be introduced to attempt to provide a ‘level playing field’ between “limited-slip” and “free” differential cars.

It is recognised that entries for our one-day trials has fallen markedly in the last two years. Some opinion attributes this, at least in part, to the difficulty for new comers to the sport to achieve success against experienced competitors driving well-developed and prepared cars. [Surely, this is true in all branches of motor sport]. Handicapping could make the sport more attractive to newcomers.

Current situation

The application of a handicapping scheme within classic trials is well established. It is doubtful whether there have been any trials, run in recent years, that do not use one or more of the following methods:

- Differential tyre pressure limits for a particular section
- Differential tyre pressure limits for the whole event
- Differential start lines
- Differential restart lines/boxes, or absence of them.
- Deviations in the section
- Different sections

These are applied by class, but not necessarily progressively across the classes as they are currently numbered. (e.g. cars in class 4 may be more handicapped than those in class 5).

Options

A handicapping scheme could be applied to either, or both, of the following parameters:

- (1) **The technical specification of the vehicle** (e.g. whether it has a limited-slip diff, or not). It could, in addition, cover other technical features on the car, such as the fitting of ballast, the fitment of a hydraulic handbrake, any increase in car ride-height, fitting of a more powerful engine, removal of weight, low-ratio axle etc etc..
- (2) **The expertise of the driver**, presumably as measured by success.

The handicap applied to a vehicle, or driver, or both, could be delivered by:

- (1) A fixed point penalty for each event.
- (2) A percentage of penalty points based on the score achieved by the class winner.
- (3) A physical feature applied to the vehicle, such as an incremental tyre pressure limit (additional to any imposed by the organiser), or ballast applied to the undriven wheels, or by some other means.

Discussion

At first sight, such ideas have merit, and could go some way towards addressing inequality between competitors, resulting either from a difference in inherent capability of their vehicle, or in their relative driving skills, or both.

Perhaps the most crucial issue to decide is whether such a handicapping scheme would be, overall, desirable and of benefit to the sport. If it was agreed that such an approach was worth developing further, it must be determined that any resulting scheme is

A discussion document for the ACTC Council meeting of 9th May 2010

- (1) workable, (given the resources of organising clubs)
- (2) seen to be fair, (can be understood by most, and does not favour one particular vehicle or technology)
- (3) can be easily policed (without much additional effort or time-consuming auditing at events)
- (4) and is unlikely to have any unintended consequences.

Unless the scheme is based solely on whether the vehicle is fitted with a limited-slip differential, any other technical modification to the car, that would attract a handicap, would inevitably lead to a significant increase in scrutineering time, and may be almost impossible to police. Would vehicles that could not be fitted with any such "improving" device, be eligible for a negative handicap?

Any scheme based on a driver's success – perhaps similar to British Touring Car racing success ballast – would be immensely complex if it is to be fair. In the case of circuit racing, the success ballast is based on the previous race, in which all leading competitors participate, and under identical conditions, all running under a single set of technical regulations. As success results from a combination of driver expertise and vehicle capability, any change to the vehicle would undermine the scheme. Might this lead to drivers having two vehicles and running them alternately? Would the success be measured over several trials or only the preceding one? Some drivers do better on certain types of event than on others. For example, a driver might be good on a muddy trial, but not on rough rocky ones. In this case, the handicap from a success on a muddy trial might be applied to a rough and rocky one which would be inappropriate and punitive. A scheme that applies a fixed point penalty to a driver for a particular event might appear to be unfair, for its effect would be very different depending on whether the winner went through the trial penalty-free, or whether it was won on (say) thirty penalties. [The writer recalls doing an event where he won the class on 86 penalties and the following week-end, he dropped six points on the whole trial and came about 6th in the class.]

The idea of success ballast (applied to the undriven wheels) would appear to be totally impractical, with a score of difficulties including, where to fix it, how to fix it, who provides it, who fixes it (tamper proof for the event), is it proportional to the vehicle weight, and how to measure the vehicle weight, safety issues etc etc.

Further, any penalty for success could cause the most talented drivers to move to another form of the sport where their skills would be rewarded with success. Such an outcome would be entirely counter-productive, and it would be pointless for our discipline to lose the best drivers in order to attract lesser talent – an unintended consequence surely.

Of the three possible schemes, all have significant problems. Even the tyre pressure limit is far from ideal, with a one psi handicap being different depending on the vehicle's weight and tyre size. It would also be difficult to police (complexity issue for marshals).

Alternative proposals :

- (1) Do nothing (do not permit limited slip differentials in class 1 vehicles)
- (2) Permit LSDs in class 1, but do not handicap them.
- (3) Introduce a new class for FWD cars with a torque-biasing differential

The third option introduces another dilemma. In many recent trials, there have been only a handful of entries in class 1, so to split it into two classes could well result in there being only one or two competitors in each class.

Any other ideas?

Please discuss with your clubs, and let me know of any ideas or opinions on this subject.

Jonathan Toulmin.
01789 731332
jonathan@toulmin.info

7th MAY 2010

Attachment 6 to ACTC Minutes of 9th May 2010

Restart

You will have noticed that for the first time I have broken with tradition and put a bike champion on the cover. This is to acknowledge Yoshi's winning of both the Pouncy and Red Rose Bowl leagues, well done to him. Just a warning to car drivers.... he is considering having a go at the clean sweep!

The June issue is on course for publication, although we will, as usual have to chase some contributors (or at least Jonathan will). With the Ilkley being on the 16th May we hope to be able to include the reports in this issue, rather than have them in the November Restart. The timing of the first weekend in June is good to us this year, being the 5th, and so gives Ilkley authors two weeks to submit. For those who don't know Restart is due the first weekends of November, January, March and June each year, although January has to be delayed as our printers are closed for the two weeks over Christmas and New Year and of course occasionally other circumstances do occur a delay. Since I took over as editor 12 years ago there has never been a missed issue.

Re our printers, Hertfordshire Display, they have now been printing Restart for 10 years, having started in 1999. They give us and other motor clubs a good discount, as they are self described "petrol heads".

ACTC Website

I have just added the 2010 results page and the latest car tyre list. There are some photographs I will publish, but this will have to be on an as and when basis (it is now the sprinting and gardening season).

I am missing some results electronically, in particular the Mechanics, the March Hare, Torbay, President's and Bovey Down. Although these may be published elsewhere it is important that the ACTC website becomes a fuller archive.

For both the magazine and the website **as ever** I need photographs, other than those published by Dave Cook. I have a CD of the Kyrle from Don Stringer and plenty of the Clee, but not much else.

Pat Toulmin – 'Restart' Editor and Web Master
May 2010

Attachment 7 to ACTC Minutes of 9th May 2010

Motorcycle Championship Report May 2010.

The Motorcycle Championships have raised their number of competitors from 15 in 2009 to 22 this year making an increase of some 45%.

At present Tom Beckerleg is leading with Dave Craddock second, Stephen Bailey third, Cris Poel fourth and Roger Tushingham fifth.

Yoshi Adams is leading Simon Eddy in the Red Rose Bowl Championship for Sidecars.

Janet has given £50 of her own money again this year towards the Trophies, Replicas and the engraving. Thus ensuring that anyone who has been awarded a trophy will get a replica and if they don't attend the annual Dinner they will be posted out.

Continental TKC 80 tyres are now acceptable for classic trials in ACTC rounds for Motorcycles in Class C (Above 450cc).

The Neil Westcott Trial and the Tamar in 2009 and the Northern Trial 2010 did not run to the agreed Motorcycle Standardisation formulae, The Tarka ran to the Formulae but with their own Class lettering system. The standardised formulae was agreed in 2005 and reinforced by a further unanimous vote in May 2009. I look forward to these events conforming when they are next run. **Action – Neil Westcott, Tamar and Northern Trials Organisers**

I have had several e-mails as regards the tyre regulations and a few asking for advice on how to start trailing.

I have now given out or sent out over 400 entry forms for the ACTC since the beginning of last year.

I have put out the ACTC web address in the Trail Bike Magazine Forums. Brian Sussex has included all The ACTC rounds in his nation wide list and included the ACTC Webb address in his advertised links. I have made a request that the ACU include the ACTC Championship rounds in their information as published on their web site and in the Rule Book.

John Aley has put in information on ACTC events in his News of the Week e-letter. However I am now formally asking that the MCC put in a link in the MCC Website and their Triple Magazine.

However I feel that there is still a lot that the ACTC member clubs could do.

I still am aware that a lot of riders do not understand that the ACTC actually holds a Championship with trophies awarded.

This is not really evident from the Restart Magazine or from the website, whilst members of the ACTC do understand this, a lot of potential competitors do not.

I have had one competitor ask me repeatedly to send them the trophy they won in the Chairman's Trial and stated that it was not worth joining the ACTC as they never got the awards.

A large misunderstanding here. They also thought later that if they just got the Restart magazine that they then would be entitled to championship points....

Good to see that after a lot of explaining they have entered the Championship this year.

I am asking that all member clubs, put a link into the ACTC on all there literature and websites and include an ACTC membership forms with all their new and renewed club memberships. I will post out the number of forms required to their membership secretary if necessary.

Action – All ACTC clubs to have a link to the ACTC web site on their Club web site.

I am having an Autojumble stall at the Popham Mega meet in August, where I will also be promoting the Association.

AOB

I would like to see the ACTC promote its self a lot more and make a big play on the championships in Restart and the website.

Also put the Dinner-Dance ticket applications out more in advance.

And Publicise the Calendar more.

Maybe even request advance orders in Restart.

AOB

I have some questions from Yohi Adams....

1. He asks the committee why there is not a perpetual trophy for the winners of the Pouncy Cup and Red Rose Bowl?
However I figure this was because he did not attend the award presentation. This was before 2009 and he now would get a replica.
And:
2. Is it possible to make the Dinner Dance earlier as a lot of people are planning their holidays for about that time. This also would also ensure that they have their trophy for a lot longer than five months.

Suggest Late March and then those that have awards but cannot collect them at least stand a chance of receiving them at a Trial and can then have them for seven or eight months as it is not very good receiving them so late that they almost get mixed up with that year's awards..

He also says that if that is how he is thinking, then there must be a lot of other trialists with similar thoughts and this might just persuade members to join or continue.....

AOB.

Web site. There is still a very out of date Motorcycle championship section which is on the site. There are two ways of getting the information off the site, on a recent phone call to Simon. I was reading from one page and Simon the other.

This either needs deleting or amending.

Also on the page that is correct (Almost) Class B (B2) is Motorcycles up to 400cc. & Class C is still on there as Motorcycles above 450cc.

When Class B (B2) should be up to 450cc.

This section is copied by the clubs putting on the events and therefore duplicated the error.

This needs amending.

Action – Pat Toulmin, update web site.

AOB.

I am putting to the committee that to encourage more trialists the Association might want to adopt (For the Bikes only or for Bikes and Cars). The awarding of a point for Starting a trial, and a point for finishing. So if you came first = 12 points, down to tenth place = 3 points.

Finisher =2 points, Starter. (You must start not just enter) =1 point.

Then if you make the effort of going to several events enjoy the day but do not come in the placings you still are rewarded for your efforts.

This might also make the events a bit more competitive.

Stephen Bailey

ACTC Motorcycle Championship Co-ordinator

Attachment 8 to ACTC Meeting Minutes of 9th May 2010

A meeting of 15 members of Stroud & District MC to discuss ACTC Technical issues. Meeting held on 2nd March 2010.

8.2 Ford Escort MK I and II gearboxes.

(Number relates to ACTC minutes of the Annual general meeting on 27th Sept 2009)

Ambiguous – “Allowed on competing cars in class 3” ----- All class 3 ?

If the ACTC are changing the rule on gearboxes for class 3. Are they changing the rules for Class 7, Dutton Melos & Phaeton, which are based on Escort MkI & II.

4 speed gearboxes are just as much available as the 5 speed gearbox. [kit cars want]

Escorts have a choice of 6+ types of available gear boxes with dozens of ratio variations

Why more options needed? [more powerful engines?]

It is the P100 gearbox that trials drivers want. [4 speed P100 are standard for Escort but are very rare as are used in oval racing]

Comments made: common 4 speed ratios are not very good for trialling.

The 5 speed P100 ratios are the best for trials.

Std 4 speed Type B

2 ratios

1st 3.65 3.36

2nd 1.97 1.81

3rd 1.37 1.26

5 speed Type 9.

1st 3.91 3.91 3.91 3.65 3.36

2nd 2.87 2.29 2.32 1.97 1.81

3rd 1.36 1.36 1.40 1.37 1.26

Class 7 has spec sheets. What about spec sheets for Classes 1, 3, 4, 5 & 6?

Why are Escorts being allowed to fit non standard gearboxes and not other class 3 cars?

Were there vested interests involved with the advice given to the ACTC committee prior to these rule changes being implemented?

Vote:- 15/15 in favour of reverting back to production casings only

8.4 Engine changes.

In rallying there were space frames with motorbike engines, they just said from X date; no more cars can be made like this.

Quite a number of SDMC members here say we should go back to the original cylinder block, But giving a date of eg. 2013 to revert back

[Make decisions more available eg on the website.]

Production block - A vote of 12/15 for this. –

No wish to decimate class 6 [type4 engines]

Duratec is Mazda engine with Ford stamped on it. **(Not a true statement)**

Class 1 – Golf has Passat engine and Peugeot 205 has a MI16 engine.

Discussion on if class 6 beetles should keep the type 4 engine.

It could be that a type 4 engine is very similar to a normal beetle engine.

Where a Duratec is so different from a crossflow.

Suggestion to have Age Related engine for the year of model. (Dates of vehicles would need checking).

People liked this idea.

Ford Anglia, Escort Mk I & II could only run engines 1959 – 1981.

Golf VW age related <1983.

Beetle age related <1974.

Scimitar age related.

MBG 1963 – 1992.

Some concern as to confusion/lack of clarity for competitors, eg: MK1/MK2 Escort different ages of production, VW Golf MK1 / MK2 gearbox etc

Lots of ambiguity

8.5 Class 7 Eligibility.

7a Kit cars – 2 seater – fibre glass...

7b Production modified cars – metal.

Blue book says page 342 10.5.2:

To be eligible for class 7, the chassis/ floor pan of the original car (between wheel centres) must be retained.

Points system, some people liking the idea, possible further discussion on actual points.

A member had come up with simple points system.

3 out of 5 points ok to stay in class 7, any more goes into class 8. [Can add more point categories as necessary]

Change:

Engine-1point, gearbox-1point, suspension-1point, wheels-1point, bodywork-1point
eg:

Imp: Changes to Engine, gearbox & suspension. Would need to run on original 12" wheels to stay in Class 7.

Baja: Changes to Engine & Gearbox. bodywork-ok

Pop: Changes to Engine, gearbox, Suspension, stays in class 7. If changes bodywork to fibreglass would go into Class 8.

Beach buggy: ? We know has been discussed before but without shortening of chassis, could they be in class 7?

Further comments – No cutting or altering of floor pan/ chassis/ unitary body between bulkheads or axle centres. Needs to be more strict eligibility scrutineering on this .

What are the ACTC trying to achieve with these rules – are there specific (current or possible future) cars that are seen as a problem? !!

Attachment 9 to ACTC Meeting Minutes of 9th May 2010

Report on the MSA Trials Committee meeting 17-02-10

Probably the most significant item to come out of this meeting is the continuation of the move towards the need for spill kits. Although it has to be confirmed at the August meeting, there will almost certainly be a ruling that organisers will be required to have available at every section an Oil Spill kit of at least 5 litres capacity. If confirmed, this will come into force in January 2011. Furthermore, it may well be confirmed that all competitors on “pubic highway” events will be required to carry a similar kit from January 2012

The good news is that these spill kits are not expensive, the cheapest I found on the Internet was £8.50, and the majority lie in the £12- £15 range. Unlike Fire Extinguishers, there appears to be no expiry date for these items so it is a one off expense. It would make sense for clubs to organise the supply of these kits to drivers, so that (a) we have no problems with kits of dubious quality, and (b) delivery costs, which seem to be an excessively high part of the cost of these items, are kept to a minimum.

Whilst we are all probably very aware of the current noise issues, we should also be aware that the MSA is likely to reduce the current limits across the board. It is worth observing that there are several vehicles on the market that were they driven straight from the showroom to the start of a Road Rally, they would fail their noise test. The same is true of some race circuits – you cannot take part in track days with a showroom standard Porsche GT3 at Croft, for example.

A query raised by one of the Cornish clubs as to the legality of “Special Tests” identified that the Blue Book defines the term “Special Test” as meaning something other than the use it is put to in classic trials. In order to resolve this anomaly, and to continue the lead set by Roger Ugalde on the Land End, the phrase “**Observed Test**” should be used to identify any timed tie-decider.

The MSA reminds us that when we use Forest Enterprise land, we should inform the local Forest Liaison Officer. He may not be very interested in our activity, but he should be aware of it.

The MSA is building up a “self-Insuring” fund, which in theory should result in lower permit fees as there will be no external insurance element.

Although not of immediate significance to us, regulation J5.2.1 has changed to read:-

→ Be fitted with bodywork including driver (and passenger) compartment isolated from the engine, wet batteries, gearbox, hydraulic reservoirs, transmission shafts, chains, belts and gears, brakes, road wheels, **suspension components**, their operating linkages and attachments, fuel tanks, oil tanks, water header tanks and catch tanks fuel system components. **With the exception of cars of periods A-E, front engine vehicles to be fitted with a bonnet covering the engine and all its' major components.**

←

The highlighted sections are what has changed, and the latter one could effect anyone who is suffering from overheating and removes their bonnet to resolve the issue. This is a problem that really only associated with single venue events.

LARA has announce the launch of its new “LARA Forum” to bring together regional and small national associations, independent promoters, companies within the motor and motorsport industry, interested individuals, and the media. For more details see the attached flyer.

ACTC 2011 Calendar

Draft 3

17 May 2010

2011 Week No	Draft 2011 Dates	Event	Organising Club	ACTC Cars Champ 2011	ACTC Invite	Car and M/C Mail List	E-Regs?	Car Class 0?	Pouncey League 2011	Red Rose 2011
1	Sun 2 Jan									
2	Fri 7 Jan	Exeter	MCC	Round 1	No	No	N/A	Yes	Round 1	Round 1
	Sat 8 Jan	Exeter	MCC							
3	Sun 16 Jan									
4	Sun 23 Jan	Clee	MAC	Round 2	Yes	Yes	Yes	Yes		
5	Sun 30 Jan	Exmoor	North Devon MC	Round 3	Yes	Yes	Yes		Round 2	Round 2
6	Sun 6 Feb	Cotswold Clouds	Stroud MC	Round 4	Yes	Yes	Yes			
		North Coast	Camel Vale		No	No	N/A			
7	Sun 13 Feb	Launceston	L&NMC		No	No	N/A			
8	Sat 19 Feb	Northern (TBC)	Fellside	Round 5	Yes	Yes	Yes		Round 3	Round 3
		Exmoor Fringe	VSCC							
	Sun 20 Feb									
9	Sun 27 Feb	Chairmans	Holsworthy		Yes	Yes	Yes		Round 4	Round 4
10	Sat 5 Mar	Derbyshire	VSCC							
	Sun 6 Mar	March Hare	Falcon MC		Yes	Yes	Yes			
		Camel Heights	Camel Vale							
11	Sun 13th March	Mechanics	Stroud MC		Yes	Yes				
12	Sat 19 Mar	Hereford	VSCC							
	Sun 20 Mar	Hereford	VSCC							
	Sun 20 Mar	Torbay (TBC)	Torbay MC	Round 6	Yes	Yes	Yes		Round 5	Round 5
13	Sun 27 Mar	Bovey Down (TBC)	Windwhistle MC							
14	Sun 3 Apr	Mothering Sunday								
15	Sun 10 Apr	Kyrle	Ross & District	Round 8	Yes	Yes	Yes	No		
16	Sat 16 Apr	Kimber								
		Scottish	VSCC							
	Sun 17 Apr									
17	Fri 22 Apr	Land's End	MCC	Round 7	No	No	N/A	Yes	Round 6	Round 6
	Sat 23 Apr	Land's End	MCC							
	Sun 24 Apr	Presidents	Camel Vale		No	No	N/A			
18	Sun 30 April									
19	Sun 7 May	ACTC Council Meeting								
20	Sun 14 May	Ilkley Trial	Ilkley MC	Round 9	Yes	Yes	Yes	Yes	Round 7	Round 7
21	Sun 21 May									
22	Sun 29 May									
23	Sun 5 Jun									
24	Sat 11 Jun	ACTC Dinner and Dance-Cullompton								
25	Sun 19 Jun									
26	Sun 26 Jun									
27	Sun 3 Jul									
28	Sun 10 Jul	Testing Trial (TBC)	MCC							
29	Sun 17 Jul									
30	Sun 24 Jul									
31	Sun 31 Jul									
32	Sun 7 Aug									
33	Sun 14 Aug									
34	Sun 22 Aug									
35	Sun 28 Aug									
36	Sun 4 Sep									
37	Sun 11 Sep	Taw & Torridge	Holsworthy	Round 10	Yes	Yes	Yes		Round 8	Round 8
38	Sun 18 Sep									
39	Sun 25 Sept	ACTC AGM								
40	Sat 1 Oct	Edinburgh	MCC	Round 11	No	No	N/A	Yes	Round 9	Round 9
40	Sun 2 Oct									
41	Sat 8 Oct	Ebworth	Stroud MC		Yes	Yes	Yes			
		Welsh	VSCC							
	Sun 9 Oct									
42	Sun 16 Oct	Exmoor Clouds	Minehead	Round 12	Yes	Yes	Yes		Round 10	Round 10
43	Sun 23 Oct	Tamar	L&NMC	Round 13	Yes	Yes	Yes	Yes	Round 11	Round 11
44	Sun 30 Oct	Tarka	North Devon MC		Yes	Yes	Yes		Round 12	Round 12
45	Sat 5 Nov	Lakeland	VSCC							
	Sun 6 Nov	Bodmin	Camel Vale		Yes	Yes	Yes			
46	Sun 13 Nov				Yes	Yes	Yes			
47	Sun 20 Nov	Hardy (TBC)	Woolbridge		Yes	Yes	Yes			
48	Sun 27 Nov	Allen	BMC&LCC	Round 14	Yes	Yes	Yes			
		Neil Westcott	Exmoor MC						Round 13	Round 13
49	Sun 4 Dec	Camel Classic	Camel Vale	Round 15	Yes	Yes	Yes			
50	Sun 15 Dec									
51	Sun 18 Dec									
52	Sun 25 Dec									

Changes from Draft 2 to Draft 3

- 1 Confirmation of Northern date still awaited
- 2 Torbay and Bovey Down Trials MAY swap dates. Confirmation awaited.
- 3 Hardy moved to Nov 20th to avoid Remebrance Sunday Confirmation awaited

Attachment 10 to Minutes of the 9th May 2010 ACTC Meeting