

**The Annual General Meeting of the ACTC will be held on
Tuesday 31st August 2021 via Zoom starting at 1900hrs.**

Zoom Meeting details and any final papers to be sent approx. 7 days in advance

AGENDA

1. Apologies for absence
2. Approval of the Minutes of the Meeting held on 12th April 2021
3. Outstanding actions and matters arising from the minutes above (where not covered below)
4. To note the confirmation of Officers as elected at 12th April 2021 meeting **Keith Sanders**
5. Financial Report **Paul Brooks**
 - a. Current position as of August 2021
 - b. Budget for 2022
 - c. Proposed fees for 2022
 - i. Championship remains at £11.00 (to be restored for 2022)
 - ii. Bikes remain free for 2022
 - iii. Navigators remain at £4.00 (to be restored for 2022)
 - iv. Club subscriptions to remain the same £46 cars/£16 bikes
 - v. Paper copy of Restart increases to £12.00
 - vi. Calendars will return for 2022
 - vii. Introduce a sponsorship scheme to encourage younger drivers. Support up to 10 competitors U26 years with free ACTC Championship registration and a support package of £50.00 per ACTC Championship event for up to 3 events
 - d. Suggestions from Clubs on how surplus capital can be best used
6. Proposals to be voted
 - a. Proposal from Technical Panel (originating from Stroud) for allowing 1950's Trials specials in to Class 5 or Class 2 **(Attachment 1)** **Pete Hart**
 - b. Proposal from Camel Vale (followed with ACU by Simon Woodall) for splitting Class D into D1 for Sidecars as defined in ACU Trials Regulations, and D2 for Motocross derived outfits with road legal tyre on front and Trials tyre on rear
Simon Woodall/Chris Barham/Alan Keat
 - c. LSD's/Torque Biasing diffs being allowed in Class 1 following completion of trial period
James Shallcross
7. Motorsport UK Trials Committee Report **(Attachment 2)** **Simon Woodall**
8. Forestry England situation with Camel Vale MC **Alan Keat**
9. ACTC as an ACU Club – how this will work **Simon Woodall**
10. Technical Panel update **Pete Hart**
 - a. Car Scrutineering Checklist
11. Motorcycle Coordinator's Report **Chris Barham**
 - a. Consideration of an additional "Crackington" style bike championship award based on Class performance
12. Championship Monitoring **Bill Bennett**
13. Rights of Way Officers Report **Andrew Knightly-Brown**

- 14. Restart Report **Pat Toulmin**
- 15. Website Report **James Shallcross**
- 16. PR & Newsletter Update **Norton Selwood**
- 17. Championship Report **Keith Sanders (for John Bell)**
 - a. Championship Tables
 - b. Championship Calendar for remaining of 2021 season **(Attachment 3)**
 - c. Agreement on Championship calendar for 2022 season **(Attachment 4)**
- 18. AOB
- 19. Date, time & venue of the next meeting

Keith Sanders
ACTC Secretary
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Trials Committee Review of Class 2 and Class 5b – Pete Hart.

Following comments and feedback, these are the revised wording for Class 2 and 5b. This is to be voted on at the 31st August 2021 meeting for a 2022 start.

Class 2:- Production cars originally manufactured prior to 1941 and the MG TC; Morgan 4-4 Series 1; HRG 1100 and 1500; Dellow Mks 1 to 3; Allard (all Sidevalve models); Buckler Mks 5 and 6; and Type 53; Ford models (upright models to 1959) - EO4A; E494A, E4930A/B, E93A, E493A and 103E; Pre 1941 Cars holding a current VSCC Buff Form; Non-production cars built from pre-1941 components individually approved by the ACTC Technical Panel.

Class 5b: - Vehicles in full HSTA Historic Class specification with fiddle brakes disabled and Non-production cars built mainly from pre-1941 components (except vehicles approved for class 2) individually approved by the ACTC Technical Panel. Such vehicles may include some post war components including BMC A-Series engines up to 948cc; Reliant OHV engines, A Series Rear Axles, Ford 105E Series Back Axles; Tubular Frame Chassis. These vehicles must have at least one operational European carburettor and run on tyres satisfying T10.11 (Crossplies).

Class 5c: - Non-production cars eligible for Class 2, but running on radial tyres.

Notes from the Motorsports UK Trials Committee – 09/06/2021

In a previous meeting Barrie Parker had raised concerns over the quality of Diff Testing in Classic Trials, and Richard Sharp – a Sporting Trialler – had offered to see if his machine is suitable for use on ACTC events. Adrian Tucker-Peake and Simon Woodall met Richard in Stafford and observed the machine in action.

The machine is even larger than the first attempt at such a machine that ACTC put together with the assistance of Dean Partington, and clearly cannot be used at events. The machine needs a trained operator (a fact that was probably true of the old machine, but not realized at the time) Sporting Trials cars are very much all the same, and once the machine had been set up and the results understood the test is simple to replicate for all the cars. This similarity is not true of cars in Classic Trials and therefore even once the machine is built, a long testing and experimentation period would be needed to learn how to understand the results. Non the less, if it is known that a testing system was being developed I think that the psychological effect on competitors may also help prevent illegal differentials being used. This will not be a quick solution, it has taken the Sporting Trials fraternity 5 years to get to the position they are in today.

There was some discussion on how to improve the media visibility of the Sporting and Car Trials Championships, but the recommendations only stretched to ideas that ACTC is already affecting.

There was discussion on the possible development of an electric NTF car, partly as a way of getting youngsters interested, and partly to reflect the fact that the pool of road cars is going to become increasingly electric. This again is not a short term plan, and the committee was very aware even amongst themselves, that the way forward is not clear.

Lindsay Burke in Northern Ireland was researching the Polaris vehicle to see what could be achieved to allow young drivers into the sport. Have a look at <https://www.polarisbritain.com/atv-ranger/youth/rzr-170-efi/>

Ian Davis confirmed that an agreement was reached with Natural Resources Wales last year, the implementation of which had been delayed by the pandemic. Forestry England wished to continue to allow motor sport to continue on their estate in a more sustainable way, and a further meeting was due to be held in July. However, an agreement had been reached to allow events to take place from the end of September, with a 5% increase in the fees. I asked whether a flat fee would be charged for these events, or per capita. Ian said that this was still under discussion. (ACTC organisers should note, that under the current agreements, if an organiser applies for an ACU event, then there is a per competitor fee on top of the basic fee, whereas a Motorsport UK event does not incur the extra.) (!!!)

Prior to the meeting, a query had been raised regarding the use of Catalytic Converters on trials cars, and a discussion had taken place via e-mail. There has been a rule in existence for several years now that states (and I paraphrase) that competition car first used after 31st December 1999 MUST have a catalytic converter. This would affect the new Vowden special, the Gruffalo, most of the Lieges and all the newly reconstituted Cannons. In the past, I have advised competitors to ensure that the date of manufacture stated on the entry form reflects the date on the registration, so that no “jobsworth” scrutineer is likely to pick up this omission. The Hillclimb and Sprint fraternity have got round the problem by introducing a rule:-

S12.5.4 - Exhaust Catalytic Converters are required per J.5.16.7, except where a vehicle does not require a catalytic converter in accordance with government legislation.

I suggest we add this to the ACTC rules immediately, although Ian Davis felt it would make more sense to include this provision in Section J, as it would affect multiple disciplines, and he would discuss this with the Technical Department.

We are all reminded that the new Fire Extinguisher rules come into force for EVERYONE in January.

The two most likely choices are either 2.4Litres AFFF, or 2.0Kg Dry Powder. I would remind everyone that we have dispensation to make up the weight/volume in TWO units, so it would be possible for people to add just the additional volume of AFFF, but NOT if that extends the count to three. I am told that a 1kg powder extinguisher is about the same size a 1ltr of AFFF and would therefore suit smaller cars.

Motorsport UK would like to remove the list of Classes, for both Classics and Car Trials from the Blue Book. As the classes we use bear little resemblance to the printed version, I don't see a problem with this, but I have sort clarification on what happens to the rules that reference the Classes.

There is currently a drive to rewrite the Blue Book to improve their clarity. I quote “Richard Norbury and Jamie Champkin had been working on creating a simpler layout for the Yearbook and they were looking to implement this for 2023, with a draft available in Spring 2022 for consultation.” Imagine my surprise therefore when the Chair asked me for my revisions to T10 by the end of June!

Hugh Chambers, Motorsport UK CEO, attended the meeting and made it clear that although online entry systems made life easier for event secretaries, competitors who could not/would not use digital systems should NOT be ostracised, and that a paper based option should always be available.

Resulting from a query from VSCC, Ian Davis made it clear that anyone who drives on the Public Highway MUST hold a full driving licence, and that the term Public Highway included Bridleways and Footpaths. This may need to be a consideration for events on single venues.

