

ACTC CLASSIC TRIALS SERIES - RULES AND REGULATIONS

Effective from 1st May 2009 until superseded.

(Tone denotes amendments from the previous version.)



1 GENERAL

1.1 The ACTC Classic Trials Series runs from January 1st to December 31st of each year. Details of all events, including championship qualifying events, events to which Competition Members are invited, and events which are closed to members of the organising club, are published during the Autumn of the preceding year. The event calendar is subject to alterations, additions or deletions at the discretion of ACTC. Amendments will be published in Restart magazine and, if appropriate, notified to Competition Members directly.

1.2 ACTC is opposed to sponsorship of competitors and prohibits the use of advertising decals and commercial displays on competing vehicles. Scrutineers are instructed not to allow vehicles displaying any such material to compete in the ACTC Classic Trials Series events. Furthermore, any Competition Member who benefits in any financial manner (i.e. by receiving cash) by way of sponsorship as a result of his or her participation in these events from any commercial firm, business or enterprise, will forfeit any awards presented by ACTC and future entries to ACTC Series events will be denied.

2 EVENT ORGANISATION

2.1 All series events must comply with the General Regulations of The Motor Sports Association Ltd and the International Sporting Code of the Federation Internationale de L'Automobile.

2.2 The dates on which the events are held in any particular year are agreed by the Council of ACTC and may not be changed without the written approval of both ACTC and the MSA.

2.3 Events may be added to the Series calendar but, before inclusion in any of the ACTC Championships, ACTC may require them to be observed by a nominated person or persons who shall submit a written report which may recommend inclusion in the Championship for the approval of the ACTC Council. ACTC aims to maintain and improve the standard of organisation of Classic Trials. Guidance on the features which ACTC considers desirable is detailed in the booklet 'Check lists and Guidelines for Organisers of Classic Trials', and the regular reports of the Championship Monitor.

3 COMPETITORS

3.1 All car competitors shall comply with the relevant Regulations of the current MSA Competitor's and Officials' Yearbook. Regulations individually identified in these Rules are cross-referenced to the 2009 Yearbook but shall be read in conjunction with the equivalent clause in the current Yearbook. All motor cycle competitors shall comply with the relevant sections of the current Auto Cycle Union handbook.

3.2 Registration as a Competition Member entitles competitors to receive the Entry Forms and Regulations for relevant events in the ACTC Series, and to receive the ACTC 'Restart' magazine. Registration as a Competition Member does not guarantee an entry in any event.

3.3 To register as a Competition Member, the Competition Membership Application Form must be completed and sent, together with the appropriate fee, to the official whose name and address is specified on the form.

3.4 Competition Members must be current members of one of Member Clubs of the Association of Classic Trials Clubs and declare this membership on the Competition Membership Application Form. Confirmation of Competition Membership will be acknowledged by the issue of a Letter of Receipt which will include the Members Registration Number, the date of issue by the official, and the date of expiry of the Competition Membership.

3.5 Competition Members competing in cars must possess a Competition Licence issued by the Motor Sports Association. Motorcycle riders, and their passengers in Classes D and E, must be registered with the ACU as trials riders.

3.6 The MSA competition licence for car competitors, and the ACU licence for motorcycle competitors, must be produced at each championship qualifying event as required in the Event Regulations. Competitors are requested to include their Members Registration Number on the event entry form if so asked.

3.7 Competition Members may choose which events to enter. It is not necessary to advise ACTC of the events selected but the Member's Registration Number must be stated on the entry forms for each event in order that championship points can be recorded.

3.8 ACTC will issue a mailing list of Competition Members to the organisers of all ACTC invited events with a request that Entry Forms and Regulations should be sent to those listed. However, it is the responsibility of Competition Members to obtain such regulations for qualifying events. Acceptance of entry in a qualifying event is a matter for the discretion of the promoting club.

3.9 Any Competition Member who, by virtue of his or her behaviour, whether connected with his or her vehicle or not, engages in any activity likely to bring the Championships, the ACTC, or its Member Clubs into disrepute may have disciplinary measures applied to him or her. These measures to be decided upon by the Panel of Stewards at the time.

3.10 Registered navigators, motorcycle riders, and others with an interest in Classic Trials, may receive the ACTC 'Restart' magazine on payment of the appropriate fee.

4 TECHNICAL REQUIREMENTS FOR CARS

4.1 General

All vehicles shall comply with Regulation C(b) and the relevant parts of Regulation J of the current edition of the MSA Competitors' and Officials' Yearbook, except as modified below, and the current Construction and Use Regulations. The ACTC imposes additional regulations as follows:

4.2 Vehicle classes - ACTC Revisions to MSA Regulation J59.

MSA Regulation J59 is reproduced below in full with ACTC revisions shown in **bold text**.

4.2.1 Classic Reliability Trials Vehicles will be classified as follows *unless otherwise stated in SRs*.

- 1 Front-engined, front wheel drive production cars (except vehicles in Class 6).
- 2 Production cars built prior to 1941, and the following: MG TC, Morgan 4-4 Series 1, HRG 1100 and 1500, and Ford models (upright models to 1959) E04A, E494A, E4930A/B, E93A, E493A, and 103E.
The ACTC publishes Guidelines for Class 2 cars.
- 3 Front-engined, rear wheel drive, production saloons (except vehicles in Class 6).
- 4 Rear-engined, rear wheel drive production saloons up to and including 1300cc (except vehicles in Class 7).
- 5 (a) Front-engined production sports cars (except vehicles in Classes 1 and 6).
- 5 (b) Vehicles built from pre 1941 components (except vehicles in Class 2) and satisfying the tyre regulations in J77. **The ACTC publishes Guidelines for Class 5(b) cars.**
- 6 (a) Rear-engined, rear wheel drive production cars (except vehicles in Class 4).
- 6 (b) Front-engined production cars fitted with torque biasing differentials as standard equipment, **or any other form of traction control as standard equipment, throughout that model range and unavailable without it from stock.**
- 7 (a) Production cars modified beyond Permitted limits.
- 7 (b) Rear-engined production cars fitted with torque biasing differentials as standard equipment, **or any other form of traction control as standard equipment, throughout that model range and unavailable without it from stock.**
- 7 (c) Front engine cars manufactured on a limited basis conforming to an accepted specification. These cars comply with either or both of 7 (c) (i) or 7 (c) (ii) below.
- 7 (c) (i) Have the rearmost part of the front seat cushion(s) forward of any part of the rear tyres.
- 7 (c) (ii) Have a wheelbase of 90in (228.6cm) or greater.
- 8 (a) Non production cars.
- 8 (b) Rear-engined cars (except vehicles in Classes 4, 6, and 7).
- 8 (c) Front engine cars manufactured on a limited basis (except those in Class 7) including those which:
- 8 (c) (i) Have the rearmost part of the front seat cushion(s) rearward of any part of the rear tyres, or
- 8 (c) (ii) Have a wheelbase of less than 90in (228.6cm).

4.2.2 Class 7(c): The term 'cars manufactured on a limited basis' refers to cars more commonly known as 'kit cars'. The ACTC publishes 'Accepted Specification' sheets for the Class 7 vehicles listed below. Anyone contemplating using a 'kit car' which does not appear on the current list is advised to contact the Class 7 Co-Ordinator who can make arrangements for the vehicle specification to be submitted to the ACTC Technical Panel. Manufacturers and Owners Clubs may also submit cars for consideration.

Allard J1	Buckler Mks 5 and 6 and Type 53
Burlington Arrow	Dellow Mks 1 to 3 (sidevalve and to original spec)
Dutton Melos, Phaeton Series 4, Sierra Estate	Fergus Mosquito
J C Midge	Jago Geep
Liege	Marlin Roadster T, M and TM versions
NG TA and NG TF	Racecorp
Rickman Ranger	R.L.T. Husky
Siva Edwardian Ranger	Spartan Roadster Mks 1 to 6
Teal 35	Tempest 850
Vincent Brookland and Vincent MPH	YKC Roadster, conforming to Marlin specification

4.2.3 References to Class 7 in MSA Competitors' and Officials' Yearbook paragraphs J67, J69, and J80 shall refer to cars in Class 7(a). Modifications to cars in Classes 7(b) & 7(c) beyond that specified in those paragraphs will transfer the car to Class 8.

4.3 Class Identification Discs - Additional to MSA Regulation J59.

Every vehicle must display a coloured disc, 100mm in diameter, as follows:

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

The class number must be displayed in the centre of the disc using a motorcycle number plate-sized numeral.

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.

4.4 (Deleted) – Now covered by MSA Regulation J71.

4.5 Tyre Sizes - Additional to MSA Regulation J73.

MSA Regulation J73 states "In all classes 1-8 (except Class 2) the maximum permitted difference between front and rear tyres must be two sections." To allow the mixing of crossply and radial tyres the following table defines which sizes compare with which.

Cushion	Radial	High Pressure
5.20	145	4.50/5.00
5.60	155	5.50
5.90	165	6.00
	175	6.50
	185	7.00/7.50

In the High Pressure system, 4.50 has been bracketed with 5.00 to allow older cars to retain their original 4.50 front tyres and use a 165x15 radial on the rear. The 0.25 and 0.75 sizes are ignored, and competitors may use these tyres to the higher or lower size whichever is to their advantage. Similarly dual rated tyres, e.g. 6.00/6.50 sizes, may also be used as the size which suits the competitor. For Class 2, refer also to the ACTC Guidelines as Regulation 4.2.1.

4.6 Tyre tread patterns - Additional to MSA Regulation J74.

4.6.1 Tyres used must be of a normal road pattern. Rules 4.6.2 and 4.6.3 apply to the tyres fitted to both front and rear wheels.

4.6.2 The following tyres are unacceptable: All tyres listed in MSA Regulation J74 and all tyres listed as unacceptable on the ACTC Tyre List .

4.6.3 The ACTC publishes a regularly updated Tyre List. Only those tyres shown as acceptable on the Tyre List, current on the date of the Event, are permitted. Any competitor wishing to use a tyre not listed must apply to the ACTC Technical Panel for approval not less than 28 days prior to the date of the Event.

4.7 Transmission - ACTC Revisions to MSA Regulation J79.

MSA Regulation J79 is reproduced below in full with the ACTC revisions shown in **bold text**.

4.7.1 It is not Permitted to fit limited slip, torque biasing, locked or lockable differentials, **or any other form of traction control (unless disabled for the duration of the event)**, other than as provided for in Classes 6 and 7(b) as standard equipment.

4.8 Safety – Clarification of MSA Regulation J61.

4.8.1 The minimum requirement is for a hand operated extinguisher or extinguishers having a total capacity of 1.75litres AFFF. Competitors should be aware that this is a minimum standard, only intended to facilitate safe exit from the vehicle, and may wish to consider carrying extinguisher(s) with improved capability, either by increasing the quantity of AFFF or by using one of the FIA/MSA approved gas extinguishants.

4.8.2 Any extinguisher exceeding the minimum performance standard and using an approved extinguishant, will be accepted at scrutineering.

4.8.3 Approved extinguishants homologated by the FIA. (Published by courtesy of FIA/MSA):
Foam: AFFF (Minimum quantity 1.75litres).
Gas: FX G-TEC, Viro 3 or Zero 360 (Minimum quantity 2kg).

5 TECHNICAL REQUIREMENTS FOR MOTORCYCLES

5.1 Motorcycle classes

Motorcycle classes are as follows:

Class A:

Solo motorcycles of British manufacture (engine and frame).

Class B:

Solo motorcycles up to and including 450cc. Class B may be subdivided by event organisers provided that the overall Class structure is maintained.

Class C:

Solo motorcycles over 450cc.

Class D:

Motorcycles with touring or trails sidecars (Scooter side-car outfits are not eligible). The ACTC publishes an approved specification for a Trials Sidecar.

Class E:

Three wheelers as defined in the MCC Standing Supplementary Regulations 2005.

5.2 Tyres

5.2.1 Tyres must be road legal and suitable for road use. Tyres must appear in the tyre manufacturers range catalogue or tyre specification lists available to the general public and be normally available from commercial or retail sources for use on the Public Highway. Tyres must be manufactured to comply with the European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45M. It is the competitor's responsibility to ensure that the tyres fitted to his/her machine carry the correct toad and speed rating. (Note: We advise all motorcycle competitors that soft compound trials tyres are unsuitable for ACTC trials using the public road. These tyres suffer from excessive wear, causing the break-up of the tyre, making them extremely dangerous.)

5.2.2 The space between the tread blocks must NOT extend across the complete tyre, measured at right angles to the tyre wall, unless broken by a block. Tread patterns of tyres as manufactured must NOT be cut or altered in any way.

5.2.3 Motorcycle Standard Road Tyres are defined as having in principle a gap between the tread blocks NOT exceeding 6 mm, and a maximum tread depth of 10 mm. (The distance between tread block corners at diagonal groove intersection may exceed these dimensions). These dimensions will apply irrespective of machine manufacturer's or tyre manufacturer's statements.

5.2.4 Motorcycles with unusual sized wheels, i.e. other than 18/19", should refer to the ACTC Motorcycle Specialist to explore their options.

5.2.5 Organisers of events may restrict the use of certain tyres in the supplementary regulations for the event.

5.2.6 Three wheelers (Class E) may use motorcycle tyres, as defined above, or tyres complying with the regulations for car tyres. The vehicle manufacturer's standard tyre section must not be exceeded.

6 CHAMPIONSHIP AWARDS AND SCORING SYSTEM

6.1 ACTC desires to promote participation in its Classic Trials Series by a wide range of vehicles, particularly those produced in years gone by. The aim is to arrange circumstances so that such vehicles may compete on equal terms with their modern counterparts. Qualifying events for the ACTC Championships must use the vehicle classes defined in Rules 4.2.1 and 5.1.

6.2 The scoring system for each event shall comply with MSA Regulations for Classic Reliability Trials. Index of Performance is not employed in any of the ACTC Championships. In cases where an organising club employs such an index to allocate its awards, the index will be discounted and Championship points allocated on a marks lost basis.

6.3 A Competition Member competing in a car will score points in both the Wheelspin Trophy League and the Crackington Cup League simultaneously. At the end of the season, when scores are computed, a Competition Member who wins an award in the Wheelspin Trophy League will forgo his/her right to an award in the Crackington Cup League. This ensures the distribution of awards to a broader cross-section of Competition Members.

6.4 In the event of ties, preference will be given to the contender with the greatest number of first places. If the tie remains unresolved then preference will be given to the contender with the greatest number of second places and so on until the issue is resolved.

6.5 All trophies will remain the property of ACTC and must be returned on request. Replicas will be awarded to winners in the Wheelspin Trophy, Crackington Cup and Pouncy Leagues and will remain the property of the winners. The awards will be presented annually at a date and venue to be announced.

6.6 If by any reason of postponement or cancellation of an event forming part of the Series, or if by any reason of any alteration or suspension or annulment of results arising from an event or events forming part of the Series, or if in the opinion of the Council an event or events should be excluded from the Series, or if in the opinion of the Council an event or events should be included, Council may either cancel the Championship or modify or vary part of the terms thereof as Council may in its sole discretion think fit. In any of such cases, no subscription or entry fees will be refunded. The decision of the Council is final and binding.

6.7 In the event of any dispute concerning the Championship the ACTC has appointed a Panel of Stewards who shall have sole jurisdiction in such matters. The Panel of Stewards consists of the Chairman of the Council, the Vice-Chairman, the Secretary, the Championship Secretary and the Championship Monitor, and they shall have the right to seek legal or technical advice from any source they select.

6.8 The Wheelspin Trophy League

Points are awarded for the Competition Member's overall finishing position in qualifying events:

Ten points for 1st position overall.
Nine points for 2nd position overall.
etc. down to
One point for the 10th position overall.

Trophies are awarded as follows:

1st The Wheelspin Trophy. A tribute to the late Austen May.
2nd The Autofarm Trophy. Kindly donated by Autofarm Ltd of Amersham.
3rd The Stalwarts Trophy. A tribute to the late John Walker of MCC.
4th The Dellow Trophy. Kindly donated by the Dellow Register.
5th The Cloudsmans Trophy. Kindly donated by the Cotswold Cloudsmen.

6.9 The Crackington Cup and Navigators' Leagues

Points are awarded for the Competition Member's finishing position in class in qualifying events:

Ten points plus decimal factor for 1st position in class or higher award.
Nine points plus decimal factor for 2nd position in class.
etc. down to
One point plus decimal factor for 10th position in class.

The decimal factor provides for different sizes of classes and is calculated as follows:

Decimal Factor = 1 for ten or more starters in class.
Decimal Factor = 0.9 for nine starters in class.
Decimal Factor = 0.8 for eight starters in class.
etc. down to
Decimal factor = 0.1 for one starter in class.

Trophies are awarded as follows:

The Crackington Cup League

1st The Crackington Cup. Kindly donated by MCC.
2nd The Mottershead & Smith Cup. Kindly donated by Mottershead & Smith of Birmingham.
3rd The Enthusiasts Cup. In memory of the late J Maurice Toulmin.
4th The Mike Stephens Cup. Kindly donated by Mike Stephens.
5th The Pegasus Cup. Kindly donated by the Mountain Kingsmen.

The Navigators' League

1st The Woolbridge Trophy. Kindly donated by Woolbridge MC.
2nd The Sportsmans Trophy. Kindly donated by Torbay MC in memory of Crispin Fuller.
3rd An Award.

6.10 The Pouncy League and Red Rose Bowl

There are two championships for motorcycles – the Pouncy League for solos and the Red Rose Bowl for sidecar outfits and three-wheelers. Points are awarded for both championships as follows:

Ten points for a 1st position in class.
Nine points for a 2nd position in class
etc. down to
One point for a 10th position in class.

The three MCC Historic Reliability Trials, the Exeter Trial, the Lands End Trial, and the Edinburgh Trial are qualifying events. Points for MCC events will only be awarded to riders who have competed in at least one other event. Points are awarded in the two ACTC Motorcycle Leagues as follows:

Ten points for a First Class (or higher) award.
Six points for a Second Class award.
Three points for a Third Class award.

Ties will be resolved firstly by the engine size of the bike used most frequently by the rider(s), the smaller engine size prevailing, and secondly by the number of class wins.

Trophies are awarded as follows:

- 1st The Pouncy Trophy. A tribute to Jack Pouncy, kindly donated by ACTC.
- 2nd The Templeton Cup. Kindly donated by Anne and Jim Templeton.
- 3rd The Andrews Trophy. Kindly donated by Richard Andrews.
- 4th The Bude and District Challenge Cup. Kindly donated by Launceston and North Cornwall Motor Club.
- 5th The Muddy Fox Cup. Kindly donated by Richard Dawe.

The Red Rose Bowl is awarded to the highest placed sidecar outfit. Kindly donated by David Alderson.

6.11 The Troll Trophy League (Cars only)

Teams shall consist of three or four members, not more than two of whom may be drawn from the 'Top Ten' in the previous year's individual car championships (Wheelspin Trophy and Crackington Cup). To qualify for a score on a particular event, at least three members of the team must enter the event and at least three must finish. The team score for an event is the combination of the three members' Crackington Cup scores. In the event of four team members finishing, the 'best three' individual Crackington Cup scores will count.

- 1st The Troll Trophy. Kindly donated by Troll Engineering.

6.12 MCC events

The three MCC Historic Reliability Trials, the Exeter Trial, the Lands End Trial, and the Edinburgh Trial are qualifying events for all ACTC Leagues. Points are awarded in the ACTC Car Leagues as follows:

Five points for a First Class (or higher) award.
Three points for a Second Class award.
One point for a Third Class award.

Competition Members are reminded that they must be members of the MCC to compete in these 'closed to club' events.

6.13 Qualifying results

At the end of the Championship season, the following will apply:

More than 12 events run, competitor's best 9 results to count.
11 or 12 events run, competitor's best 8 results to count.
9 or 10 events run, competitor's best 7 results to count.
7 or 8 events run, competitor's best 6 results to count.
6 or 5 events run, competitor's best 5 results to count.
Less than 5 events run, at the discretion of Council, to be decided at the AGM.

6.14 Special Awards

The special awards are made at the sole discretion of ACTC.

The Coup des Dames

For the most successful lady competitor. Kindly donated by Marie T. Cope.

Rest & Be Thankful Trophy

For the Bouncer of the Year. Kindly donated by John Hayes.

Wait until Next Year Trophy

For the "Competitor who seems most likely to".

Tractor Tug Trophy

For overcoming mechanical adversity. Kindly donated by Crafty Buggies.

The Moore Trophy

For the best performance by a pre-1941 vehicle. Presented by Robin T. Moore.

The Premier Cup

For the best performance by a front-wheel drive car. Presented by Roger Ugalde.

Trial of the Year Award

Presented by ACTC.

Mike Massey Memorial Trophy

Presented by Norma Massey. To be awarded to a competitor who has behaved in a most sporting manner throughout the championship year. Specifically not a top five scorer in either the Wheelspin or Crackington Leagues.

APPENDIX

The following ACTC documents, referred to above, are deemed part of these Rules and Regulations. The latest versions may be downloaded from the ACTC website, or obtained from any of the ACTC Officers.

Guidelines for Class 2 cars. (as Rule 4.2.1).

Guidelines for Class 5(b) cars. (as Rule 4.2.1).

Accepted specifications for Class 7(c) cars. (as Rule 4.2.2).

Approved tyre list for cars. (as Rule 4.6.3).

Approved specification for a trials sidecar. (as Rule 5.1).

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