

GETTING STARTED IN CLASSIC TRIALLING – STAGE 2

CHOOSING YOUR VEHICLE

All sorts of car, except four wheel drive, are welcome and are divided into eight classes according to the competitiveness of the vehicle. The class structure enables the organisers to vary the tests and level the performance between the classes. For example, Class 1 may have a run at the steepest slope whereas Class 8 may have to undertake a Restart Test. If you have not yet selected a vehicle then a visit to a trial is a must. If you have, then you need only ensure that it complies with the rules for the class in which it is entered.



Class 1:

Front engine, front wheel drive production cars. This is now the up and coming class where Mk1 Golf GTi's are starting to show their merits. Other popular vehicles include Ford Fiestas, Peugeot 205s, Citroen AXs and 2CVs, Vauxhall Astras, and one very competitive MG Maestro. A good place to start, but not for the faint-hearted!



Class 2:

Production cars built prior to 1941, and those Post War cars that are of substantially Pre War design. The main protagonists are Austin 7s, MMM and T Series MGs, the older four wheel Morgans, and various Ford Populars.



Class 3:

Front engine, rear wheel drive production saloons. As with many forms of motorsport, a haven for Escort Mk1s and Mk2s, although the occasional Hillman Avenger or Talbot/Chrysler Sunbeam does appear. There's even a couple of early 3-Series BMW saloons.



Class 4:

Rear engine, rear wheel drive production saloons up to 1300cc. Primarily 1300 Beetles but also home to Imps, Skodas, and the occasional Simca or Renault R8.



Class 5:

Front engine, rear wheel drive production sports cars. Lots of MG Midgets, the occasional MGB, Morgans in the less car-damaging events, and a very well-driven Scimitar SS1.



Class 6:

Rear engine, rear wheel drive production cars. The home of some highly modified, or just very large-engined, VW beetles.



Class 7:

Production cars modified beyond permitted limits and front engine 'component' cars conforming to an accepted specification. The most popular 'component' cars at present are Marlins, Lieges, various models of Dutton, and a couple of Vincents.



Class 8:

Non-production cars. This includes the homebuilt one-offs, VW Beach Buggies, and purpose-built trials specials such as Dellows and Trolls.

The term 'production car' does not mean that the vehicle may not be modified to improve its performance or handling. Competitors must refer to Section M6 of the MSA Competitors' Yearbook, and the Rules and Regulations for the ACTC Classic Trials Series, for further information and to see what may be modified and allow the vehicle to remain in a class of similar cars. If the car is modified beyond those limits it may be placed in a higher class, which may mean more difficult routes or restarts.