

Minutes of the Meeting of the Council of the ACTC  
Sunday 4th May 2013  
At The Major's Retreat, Tormarton

**Members and Officers Present:**

Simon Woodall	– Chairman & VWOC(GB)	Stuart Harrold	– Hon. Sec.
Pete Hart	– Bristol MC & Class 7	Robin Moore	– President / L&NCCMC
Jonathan Toulmin	– MAC	Brian Alexander	- Holsworthy MC
Brian Partridge	– Vice-Chairman	Pat Toulmin	– Restart Editor
Carl Talbot	- Stroud & DMC	Dave Sapp	- Morgan SCC
Steve Knight	– North Devon MC	Richard Andrews	– R&DMSC
Neil Forrest	– R&DMSC	John Blakeley	- Chief Scrutineer
John Barthram	- North Devon MC	Tristan White	– Camel Vale MC
Andy Webb	– Woolbridge MC	Colin Harris	- Morgan TWC
Barbara Selkirk	– Treasurer/VWOC(GB)	Chris Phillips	- Champ. Sec.
Dave Wall	- Dellow Register	Andrew Martin	- Holsworthy MC
Dave Haizelden	- Torbay MC	Bill Bennett	- MGCC
Andrew Brown	– ROW Officer	Giles Greenslade	

26 persons present, with 15 member clubs represented.

**1. Apologies for Absence**

Tim & Anne Whellock	– Windwhistle MC	Alan Foster	– Vice President
Stephen Bailey	– Motorcycle Coordinator	Mark Tooth	– Bristol MC
Derek Reynolds	- Fell Side AC		
Dudley Sterry	– MCC	Mark Hayward	- Dellow Register
Greg Warren	- Torbay MC	Ian Davis	- PR
Brian Osborn	- MGCC	Mike Hayward	- Falcon MC

**2. Minutes of Previous Meeting on 9<sup>th</sup> September 2013.**

The minutes had been circulated with the agenda and were accepted.

**3. Matters Arising from the September minutes.**

3.1 Re the document on tow ropes and attachments. After some discussion it was decided that the tow 'eye' to be fitted to the vehicle should have a minimum internal diameter of 50 m.m.

3.2 The MCC has said 'no' to the proposal that winners of classes for cars and motorcycles on MCC trials should receive extra points.

3.3 Organising Guidelines for Classic Trials have yet to be issued. **Action: Simon Woodall**

**4. Election of Officers.**

Robin Moore stepped down as president after 10 years service and Simon Woodall was stepping down after two long stints as Chairman.

4.1 President: Simon Woodall was proposed by the VW Owners Club and seconded by Ross & District Motor Sports Club. Carried unanimously.

4.2 Vice-presidents: It was agreed to retain all the existing Vice-presidents if they were willing. Barbara Selkirk will write to them all to ask if they wish to continue. **Action: Barbara Selkirk**

4.3 Chairman: Giles Greenslade was proposed by Torbay MC and seconded by Camel Vale MC. Carried unanimously.

4.4 Other Officers: Their return en-block was accepted.

**5. Presentation.**

Both Robin Moore and Simon Woodall were presented with suitably engraved tankards in recognition of their many years service to the ACTC.

**6. Financial Report.**

6.1 Membership remains the same.

6.2 The treasurer reported that the ACTC was still in good shape financially but we must tighten our belts a little as costs rise. Barbara suggested a small rise in subscriptions by just £1.00

6.3 The accounts for the period until 31/12/2012 were presented. A typing error was noted and a revised version is attached to these minutes. **Attachment: 1**

**7. MSA Trials Committee Report**

7.1 The majority of discussions were around safety in sporting trials.

7.2 It had been agreed that Historic Sporting Trials should draft their own rules; this was yet to be done.

7.3 Spare wheels, carrying and position were discussed. Simon Woodall will take a revision to the Trials Committee

**Action: Simon Woodall**

7.4 The cars in the first six of our Classic Trial classes start with the definition 'Production Car'. The 'Blue Book' has now changed the wording to 'Series Production Car' and the definition of a Series Production Car is that 1000 units have been produced in one year. We need to put the old definition into our rules.

## 8. Technical Matters

8.1 Tyres. There was another long discussion regarding the K4S and the Michelin taxi tyre. It was proposed by the Morgan SCC and seconded by Bristol MC that both these tyres could be used for Classic Trials. There were 8 in favour and 2 against and the proposition was carried.

8.2 Dutton Melos Front Suspension. The ACTC Technical Committee had debated at considerable length the two variations of modifications that had been brought to their attention. Class 7 caters for 'Kit Cars' built to a specification by the Kit Car manufacturer. The view of the Technical committee was that the two aforementioned modifications **should not be allowed**. The Dutton Melos, to run in Class 7, **must have** front suspension as provided by Dutton.

8.3 Battery Cut-Out Switches. The Technical Committee had debated the mandatory fitting of a Battery Cut-Out Switch to all Classic Trials cars. It was decided to recommend, but not mandate, that all cars be fitted with a Battery Cut-Out Switch together with the MSA required identifying sticker. This would be incorporated into the ACTC rules/specifications.

8.4 Fuel Tanks. There is nothing in our regulations that allow fuel tanks to be re-positioned into the boot although this is a popular modification. The Technical Committee recommended that our rules should be changed to allow fuel tanks to be re-positioned to the car boot, the position of spare wheels to be moved and position of washer bottles to be moved. A proposal to allow this was made by Stroud & Dist MC and seconded by MGCC. There were 10 in favour and none against therefore the proposition was carried.

## 9. Scrutineering Report

9.1 John Blakeley submitted his report. **Attachment: 2**

9.2 No MOT required for pre 1960 cars. Refer to John Blakeley's report.

9.3 Noise of Classic Trials cars. Refer to John Blakeley's report.

9.4 John reported that scrutineering cards were not being returned or filled in correctly. All Clubs were urged to return and correctly fill in the scrutineering cards. **Action: All Member Clubs**

9.5 There was some discussion on the noise of cars with particular reference to the noise test on the Kyrle Trial. It was pointed out that the noise test had been carried out by a highly qualified MSA Environmental scrutineer.

## 10. Awards Presentation Evening

10.1 The awards presentation and dinner evening had a change of date and location. The date was now Saturday 22<sup>nd</sup> June and the venue is, Rookery Manor, Edingworth, Weston –super-Mare, BS24 0JB

## 11. Event Insurance

11.1 Simon Woodall reported on insurance for drivers and passengers when on the public highway and its trials sections. It is very complicated. Route instructions for a trial should specify the status of a section, is it public highway or private land. **Action: All Member Clubs**

## 12. Rights of Way and LARA (Land Access & Recreation Association)

12.1 Andrew Brown gave a lengthy report on LARA activities.

12.2 The LARA associate membership is going up to £250 per year, ACTC has paid this.

12.3 LARA have a fighting fund and have made an appeal for money to support a situation in Powis where three by-ways have been subject to a temporary traffic restriction orders which Powis council are using to effect a permanent ban on motorised traffic. It was proposed by Stroud & Dist MC seconded by VW OC that ACTC should make a donation of £500 from our fighting fund. There was some discussion and the proposal was amended to make a donation of £500 and a pledge of a further £500. There were 15 in favour and 1 against and the proposal was carried.

12.4 LARA has produced two documents regarding unclassified roads. Both documents are useful ammunition when discussing usage with councils.

12.5 LARA want to know who from the motor sport world sits on local interest forums. Has your club got any members who are on a local users forum, if yes please tell LARA via Andrew Brown.

12.6 LARA strongly recommends any club that they get a member put on a list of people consulted in changes to highways.

## 13. Public Relations

13.1 Nothing to report. Ian Davies has resigned from the position due to work load.

#### 14. Restart / Web-site Report

14.1 Bill Bennett offered to help Pat Toulmin with the envelope 'stuffing' and posting of the June 'Restart'.

14.2 Pat Toulmin will be up-dating the ACTC web-site. **Action: Pat Toulmin**

#### 15. Championship Schedule

15.1 The remainder of 2013. Only change is the date of the Awards Dinner. **Attachment: 3**

15.2 The 2014 Schedule. Bovey Down has moved from Sunday 27 April to Sunday 16<sup>th</sup> March. The ACTC Awards night will be 14<sup>th</sup> June 2014. See attached schedule. **Attachment: 4**

#### 16. ACTC Classes

16.1 Change of definition of a production car. A list of cars that do not meet the specification of a Series Production Car will be generated. **Action: Keith Sanders**

16.2 Wording of engine regulations and changes to classes, see Simon Woodall document. **Attachment: 5**

16.3 There was a long discussion on the need to change classes and engines allowed. The consensus was that no changes to the class structure were currently necessary. Simon Woodall asked Stroud & Dist MC (Carl Talbot) to draft a formal proposal regarding engine swapping over the summer period and bring to the September meeting. **Action: Carl Talbot**

#### 17. Championship Reports

17.1 Car Championship tables have been circulated by Chris Phillips. **Attachment: 6**

17.2 Motorcycle Championship tables has been put together by Chris Phillips.

17.3 Class X bikes will be accepted in Class 0. This will be put into the ACTC rules. A revised class structure will be drafted. **Action: Simon Woodall/Andrew Brown**

#### 18. Championship Quality

18.1 Dave Haizelden's Championship Quality Report was circulated prior to the meeting. This expressed concern that Class 8 was currently dominating the overall standings and discussion followed regarding the 'tricks & tips' for clerks of the course to use to balance performances.

#### 19. Any Other Business

19.1 It was generally agreed that there should be a cut-off date of 4 weeks prior to an ACTC meeting for the circulation of documents to be discussed at the meeting. This was to allow delegates to discuss such documents within their club prior to the meeting.

19.2 Stroud & Dist MC raised the topic of secondary events being ACTC invited events as some were Nat. B events. Due to MSA changes some clubs wanted to run lower grade events but they could no longer invite the ACTC. Chris Phillips asked for permission to eMail out event regulations and labels for Clubman's non ACTC championship events. This was proposed by Camel Vale MC and seconded by Stroud & Dist MC. The vote was unanimously in favour.

**16.0 Date of Next Meeting: 2:00 pm, Sunday 8<sup>th</sup> September 2013** at The Major's Retreat, Tormarton.

Attachment 1 Balance Sheet to 31/12/2012

Attachment 2 Scrutineering Report by John Blakeley

Attachment 3 Issue 3 of the 2013 Championship Schedule

Attachment 4 Draft 3 of the 2014 Championship Schedule

Attachment 5 ACTC classes by Simon Woodall

Attachment 6 2013 Car Championship Positions by Chris Phillips

*Stuart Harrold*

Hon. Sec., ACTC

10 Beechwood,

Ross-on-Wye,

Herefordshire,

HR9 7QE

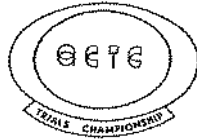
Tel 01989 763403

e-Mail [stuartharrold@btinternet.com](mailto:stuartharrold@btinternet.com)

If you now have e-Mail, please can I have your e-Mail address as eMail reduces costs and time.

**PLEASE NOTE THE CORRECT e-MAIL ADDRESS OF THE SECRETARY; SOME ARE STILL USING THE OLD ADDRESS.**

Revision 1



ASSOCIATION OF CLASSIC TRIALS CLUBS LTD - 04303196

Profit & Loss - Association of Classic Trials Clubs  
Balance Sheet - ACTC Classic Trials Clubs @ 31.12.2012

For The 12 month Period to 31.12.12

Income - Club Subscriptions 25 clubs x £40	1,000.00	Engraving & replicas estimate	750.00
- Motorcycle subscriptions 10 x £15	150.00	Bike Trophies	120.00
- Advertising Revenue	205.00	Championship Stickers	57.40
- Championship contenders	2,776.00	Championship Printing, Posting & Photocopying	86.71
Calendars 2012	0.16	Championship Dinner & Dance	163.02
Bank Interest	6.82	Restart, 4 issues	1,421.93
		Restart postage, 4 issues	391.10
		Webb site/PR	118.67
		MSA & ACU	66.00
		Limited company annual return	15.00
		Printer Champ secretary	49.99
		Meeting Room Hire	260.00
		General Secretary postage & photocopying	17.24
		Noise Meter calibration	88.80
		Byways & Bridlways trust subscription	15.00
		Scruitineering costs	325.00
		LARA subscription	150.00
		Bank Charges	0.00
<b>Total Income</b>	<b>4,137.98</b>	<b>Total expenditure</b>	<b>3,945.86</b>
Prepared by Barbara Selkirk ACMA		<b>Profit for the year to 31.12.12.</b>	<b>192.12</b>

Balance Sheet - ACTC Classic Trials Clubs @ 31.12.20112

RETAINED EARNINGS

Balances Brought Forward from 31.12.11		
ACTC Accumulated Fund B/fd	7,360.90	
ACTC Reserves Fund B/fd	3,000.00	
		10,360.90
12 month Profit to 31.12.2012		
ACTC Reserves to 31.12.2012	192.12	192.12

ASSETS

Trophies - donated	1,101.00
General Secretary PC & printer-fully depreciated	549.90
	=====
Bank account	3,000.00
- Reserves in deposit account	
- Deposit account	9,879.28
- Current accounts	83.25
Restart Postage float paid to Editor	100.00
Postage float paid to Championship Secretary	50.00
Creditors & Accruals	-2,627.51
Prepaid - 2013 Championship Income in Advance	0.00
MSA 2013 paid in advance	68.00

**Total** £ 10,553.02

£ 10,553.02

## Scrutineering Report May 2013

This year I have not attended as many events as before. Unfortunately no one offered to help share the job with me. Most delegates at the last meeting seemed to think they could find their own club scrutineers without a problem.

Two events I would have attended had to be cancelled. Namely the Exmoor and the Clee Hills.

Of the nine events, starting with the Exmoor Clouds and finishing with the Kyrle. I attended two, The Allen and the Kyrle. Of the remaining seven, three did not return the cards, two returned the cards with no dates filled in, no corrected faults shown, the remaining two were filled in correctly with dates for MOT's, faults found and existing faults corrected. Well done to the Tamar and March Hare.

The lack of recorded MOT dates slows up the scrutineering at the next event when time is usually at a premium.

Then we come to NOISE.

Please be aware that although noise testing should have been done for many years it was never actually carried out. I was asked to use a decibel meter on some events to see which cars were substantially louder than average.

This was followed by considerable complaints from competitors that the test should be carried out as per blue book by an MSA licensed official. We obtained the correct type of meter and had it calibrated and certified. At some personal expense I went through the MSA modules for Environmental Scrutineers Training.

Over the last two years we have checked cars, those entrants over the limit were given a verbal warning with a request to improve the silencing but no one was stopped from running. This has led to a gradual but definite improvement in sound levels.

After this period of time I feel we should be able to exclude noisy vehicles as part of scrutineering, especially if I am asked to carry out a noise test by the organisers of an event and told that noisy cars should not be allowed to run.

If organisers do not want this please do not ask.

I do not do sound checks for my own benefit.

John Blakely – ACTC Scrutineer, May 2013

## ACTC 2013 Schedule

Issue 3

15th May 2013

2013 Week No	Draft 2013 Dates	Event	Organising Club	ACTC Cars Champ 2013	ACTC Invite	Car and M/C Mail List	E-Regs?	Car Class 0?	Pouncey League 2013	Red Rose 2013
1	Fri 4 Jan	Exeter	MCC	Round 1	No	No	N/A	Yes	Round 1	Round 1
	Sat 5 Jan	Exeter	MCC							
2	Sun 13 Jan									
3	Sun 20 Jan	Clee	MAC	Round 2	Yes	Yes	Yes	Yes		
4	Sun 27 Jan	Exmoor	North Devon MC	Round 3	Yes	Yes	Yes		Round 2	Round 2
5	Sun 3 Feb	Cotswold Clouds	Stroud MC	Round 4	Yes	Yes	Yes			
		North Coast	Camel Vale		No	No	N/A			
6	Sun 10 Feb	Launceston	L&NMC		No	No	N/A			
7	Sat 16 Feb	Northern	Fellside	Round 5	Yes	Yes	Yes	Yes	Round 3	Round 3
		Exmoor Fringe Trial	VSCC							
	Sun 17 Feb									
8	Sun 24 Feb	Chairmans	Holsworthy		Yes	Yes	Yes		Round 4	Round 4
9	Sat 2 Mar	Derbyshire	VSCC							
	Sun 3 Mar	March Hare	Falcon MC		Yes	Yes	Yes	Yes		
		Camel Heights	Camel Vale							
10	Sat 9th March	Mechanics(P)	Stroud MC		Yes	Yes				
	Sun 10th March	<b>Mothers Sunday</b>								
11	Sat 16 Mar	Herefordshire Trial	VSCC							
	Sun 17 Mar	Herefordshire Trial	VSCC							
	Sun 17 Mar	Torbay	Torbay MC	Round 6	Yes	Yes	Yes		Round 5	Round 5
12	Sun 24 Mar									
13	Fri 29 Mar	Land's End	MCC	Round 7	No	No	N/A	Yes	Round 6	Round 6
	Sat 30 Mar	Land's End	MCC							
	Sun 31 Mar									
14	Mon 1 Apr	Presidents	Camel Vale		No	No	N/A			
	Sat 6 Apr									
	Sun 7 April									
15	Sat 13 Apr	Scottish Trial	VSCC							
	Sun 14 Apr	Kyrle	Ross & District	Round 8	Yes	Yes	Yes	No		
16	Sun 21 Apr									
17	Sun 28 April	Bovey Down	Windwhistle		Yes	Yes	Yes			
18	Sun 5 May	ACTC Council Meeting								
19	Sun 12 May	Ilkley Trial	Ilkley MC	Round 9	Yes	Yes	Yes	Yes	Round 7	Round 7
20	Sun 19 May									
21	Sun 26 May									
22	Sun 2 Jun									
23	Sun 9 Jun									
24	Sun 16 Jun									
	Sat 22 Jun	ACTC Awards Dinner								
25	Sun 23 Jun									
26	Sun 30 Jun									
27	Sun 7 Jul	Testing Trial (TBC)	MCC							
28	Sun 14 Jul									
29	Sun 21 Jul									
30	Sun 28 Jul									
31	Sun 4 Aug									
32	Sun 11 Aug									
33	Sun 18 Aug									
34	Sun 25 Aug									
35	Sun 1 Sep									
36	Sun 8 Sep	ACTC AGM								
37	Sat 14 Sept	Yorkshire Trial	VSCC							
	Sun 15 Sep									
38	Sun 22 Sept	Taw & Torridge	Holsworthy	Round 10	Yes	Yes	Yes		Round 8	Round 8
39	Sun 29 Sept	Tarka	North Devon MC		Yes	Yes	Yes		Round 9	Round 9
40	Sat 5 Oct	Edinburgh	MCC	Round 11	No	No	N/A	Yes	Round 10	Round 10
	Sat 5 Oct									
	Sun 6 Oct									
41	Sat 12 Oct	Welsh Trial	VSCC							
	Sun 13 Oct	Welsh Trial	VSCC							
	Sun 13 Oct	Exmoor Clouds	Minehead	Round 12	Yes	Yes	Yes		Round 11	Round 11
42	Sat 19 Oct	Ebworth	Stroud MC		Yes	Yes	Yes			
	Sun 20 Oct									
43	Sun 27 Oct	Tamar	L&NMC	Round 13	Yes	Yes	Yes		Round 12	Round 12
44	Sun 3 Nov	Bodmin	Camel Vale		Yes	Yes	Yes			
45	Sat 9 Nov	Lakeland Trial	VSCC							
	Sun 10 Nov									
46	Sun 17 Nov	Hardy	Woolbridge	Round 14	Yes	Yes	Yes		Round 13	Round 13
47	Sat 23 Nov	Cotswold Trial	VSCC							
	Sun 24 Nov	Allen	BMC&LCC	Round 15	Yes	Yes	Yes			
		Neil Westcott	Exmoor MC						Round 14	Round 14
48	Sun 1 Dec	Camel Classic	Camel Vale	Round 16	Yes	Yes	Yes			
49	Sun 8 Dec									
50	Sun 15 Dec									
51	Sun 22 Dec									
52	Sun 29 Dec									

**Changes from Issue 2 to Issue 3:**

- 1) Date of Awards Dinner moves from 15th to 22nd June 2013

## ACTC 2014 Schedule

Draft 3

4 May 2013

2014 Week No	Draft 2014 Dates	Event	Organising Club	ACTC Cars Champ 2014	ACTC Invite	Car and M/C Mail List	E-Regs?	Car Class 0?	Pouney League 2014	Red Rose 2014
1	<b>Fri 3 Jan</b>	<b>Exeter</b>	<b>MCC</b>	<b>Round 1</b>	No	No	N/A	Yes	Round 1	Round 1
	<b>Sat 4 Jan</b>	<b>Exeter</b>	<b>MCC</b>							
2	Sun 12 Jan									
3	<b>Sun 19 Jan</b>	<b>Clee</b>	<b>MAC</b>	<b>Round 2</b>	Yes	Yes	Yes	Yes		
4	<b>Sun 26 Jan</b>	<b>Exmoor</b>	<b>North Devon MC</b>	<b>Round 3</b>	Yes	Yes	Yes		Round 2	Round 2
5	<b>Sun 2 Feb</b>	<b>Cotswold Clouds</b>	<b>Stroud MC</b>	<b>Round 4</b>	Yes	Yes	Yes			
		North Coast	Camel Vale		No	No	N/A			
6	Sun 9 Feb	Launceston	L&NCCMC		No	No	N/A			
7	<b>Sat 15 Feb</b>	<b>Northern</b>	<b>Fellside</b>	<b>Round 5</b>	Yes	Yes	Yes	Yes	Round 3	Round 3
	Sun 16 Feb	Exmoor Fringe Trial	VSCC							
8	<b>Sun 23 Feb</b>	<b>Chairmans</b>	<b>Holsworthy</b>		Yes	Yes	Yes		Round 4	Round 4
9	Sat 1 Mar	Derbyshire	VSCC							
	Sun 2 Mar	March Hare	Falcon MC		Yes	Yes	Yes	Yes		
		Camel Heights	Camel Vale							
10	Sat 8 March	Ebworth	Stroud MC		Yes	Yes				
	Sun 9 March									
11	Sat 15 Mar	Herefordshire Trial	VSCC							
	Sun 16 Mar	Herefordshire Trial	VSCC							
	<b>Sun 16 Mar</b>	<b>Bovey Down</b>	<b>Windwhistle</b>							
12	<b>Sun 23 Mar</b>	<b>Torbay</b>	<b>Torbay MC</b>	<b>Round 6</b>	Yes	Yes	Yes		Round 5	Round 5
13	Sun 30 Mar	Mothering Sunday								
14	<b>Sun 6 April</b>	<b>Kyrle</b>	<b>Ross &amp; District</b>	<b>Round 7</b>	Yes	Yes	Yes	No		
15	Sat 12 Apr	Scottish Trial	VSCC							
	Sun 13 Apr									
16	<b>Fri 18 Apr</b>	<b>Land's End</b>	<b>MCC</b>	<b>Round 8</b>	No	No	N/A	Yes	Round 6	Round 6
	<b>Sat 19 Apr</b>	<b>Land's End</b>	<b>MCC</b>							
	Sun 20 Apr									
	Mon 21 Apr	Presidents	Camel Vale							
17	<b>Sun 27 April</b>	<b>ACTC Council Meeting</b>			Yes	Yes	Yes			
18	Sun 4 May									
19	<b>Sun 11 May</b>	<b>Ilkley Trial</b>	<b>Ilkley MC</b>	<b>Round 9</b>	Yes	Yes	Yes	Yes	Round 7	Round 7
20	Sun 18 May									
21	Sun 25 May									
22	Sun 1 Jun									
23	Sun 8 Jun									
24	<b>Sat 14 Jun</b>	<b>ACTC Dinner and Dance-</b>								
	Sun 15 Jun									
25	Sun 22 Jun									
26	Sun 29 Jun									
27	Sun 6 Jul	Testing Trial (TBC)	MCC							
28	Sun 13 Jul									
29	Sun 20 Jul									
30	Sun 27 Jul									
31	Sun 3 Aug									
32	Sun 10 Aug									
33	Sun 17 Aug									
34	Sun 24 Aug									
35	Sun 31 Aug									
36	<b>Sun 7 Sep</b>	<b>ACTC AGM</b>								
37	Sat 13 Sept	Yorkshire Trial	VSCC							
	Sun 14 Sept									
38	<b>Sun 21 Sept</b>	<b>Taw &amp; Torridge</b>	<b>Holsworthy</b>	<b>Round 10</b>	Yes	Yes	Yes		Round 8	Round 8
39	<b>Sun 28 Sept</b>	<b>Tarka</b>	<b>North Devon MC</b>		Yes	Yes	Yes		Round 9	Round 9
40	<b>Sat 4 Oct</b>	<b>Edinburgh</b>	<b>MCC</b>	<b>Round 11</b>	No	No	N/A	Yes	Round 10	Round 10
	Sun 5 Oct									
41	Sat 11 Oct	Welsh Trial	VSCC							
	Sun 12 Oct	Welsh Trial	VSCC							
	<b>Sun 12 Oct</b>	<b>Exmoor Clouds</b>	<b>Minehead</b>	<b>Round 12</b>	Yes	Yes	Yes		Round 11	Round 11
42	Sun 21 Oct	Mechanics	Stroud MC		Yes	Yes	Yes			
43	<b>Sun 26 Oct</b>	<b>Tamar</b>	<b>L&amp;NCCMC</b>	<b>Round 13</b>	Yes	Yes	Yes		Round 12	Round 12
44	Sun 2 Nov	Bodmin	Camel Vale		Yes	Yes	Yes			
45	Sat 8 Nov	Lakeland Trial	VSCC							
	Sun 9 Nov									
46	<b>Sun 16 Nov</b>	<b>Hardy</b>	<b>Woolbridge</b>	<b>Round 14</b>	Yes	Yes	Yes	Yes	Round 13	Round 13
47	Sat 22 Nov	Cotswold Trial	VSCC							
48	Sun 30 Nov	Allen	BMC&LCC	Round 15	Yes	Yes	Yes		Round 14	Round 14
		Neil Westcott	Exmoor MC							
49	<b>Sun 7 Dec</b>	<b>Camel Classic</b>	<b>Camel Vale</b>	<b>Round 16</b>	Yes	Yes	Yes			
50	Sun 14 Dec									
51	Sun 21 Dec									
52	Sun 28 Dec									

**Notes:**

The Exeter, Land's End and Edinburgh dates are as per normal MCC rules

The MCC Testinf Trial is on the same weekend as 2012 and the date needs confirmation

The dates for the Torbay and Kyrle are changed to reflect the move of the Easter dates

The Camel Classic is moved to Week 49 to keep it in December.

All other championship date (in bold) are straightforward transpositions from the same Week Nos as 2012

All other events are also a transposition from 2012 Week Nos to those of 2013

**Changes from Draft 1 to Draft 2**

- 1) Ebworth moves to 8th March from 21st October
- 2) Mechanics moves from 21st October to 8th March
- 3) Allen and Neil Westcott move from 23rd Nov to 30th November

**Changes from Draft 2 to Draft 3**

- 1) Bovey Downs Trial moves from 27th April to 16th March
- 2) ACTC Council Meeting moves from 4th May to 27th April

## Agenda Item 16.3

In the October Issue of Restart I put forward the following as a way of opening up a discussion about the current state of our classes..

It is not intended a being a presentation of what the new classes should be, more a starting point for discussion. It may well be that council thinks that no changes are needed. I do not expect to come to a final conclusion at the May meeting, but would like to get some ideas aired so that the discussion can continue amongst the clubs over the summer. I have also appended to this paper some of the "Facebook" postings that were made in the aftermath of publication.

### Is it time for a change of viewpoint in our technical regulations?

We have a rule which states (roughly) that you can change the engine for one which is of the same manufacture and configuration as the original. This was originally written to allow the use of pre-crossflow 1500 Ford engines into 100E's – a very popular rallying mod in the 1960's. It was then picked up by the Class 6 VW fraternity to fit "Type 4" engines and more recently to replace older Ford units with Zetec and Duratec engines to take advantage of modern engine management systems. I've always been a supporter of these mods in the past, as I think that many of our competitors derive some of their pleasure from the modifying and fettling of their vehicles (even those that just have the ideas but don't do the work themselves). This is great for those in the sport, but I'm starting to feel that it is causing a gap between the current contender and the newcomer which is getting harder and harder to close. Is it time therefore to step back from this position and to insist that we go back to original engines? Easy to say, but not quite so easy to implement. We have to consider those that have spent money engineering a car within the rules which might not now be legal. We have to consider that whilst reducing the level of modification that can be done to a production car makes it easier for the newcomer in his near standard machine, it also risks extending the gap between Class 8 and the production classes at a time when consideration needs to be given to reining in the performance of that class. There was a time when Class 4 was considered to be the "starter" class, - buy a cheap Beetle, turn up and have a go with not too many restarts to worry about - but now it requires the use of a fairly sophisticated engine to get anywhere. Maybe this class too needs reining in?

The trick with rules is to identify where you want to go, and then to try to write the rule plugging as many of the loop holes that you can, and if necessary compromising the end target to achieve the greatest gain.

This is my (possibly too radical for some) target. It is written as ideas not hard and fast rules and some things will probably have to go by the board when we try to turn ideas into print :-

- Class 1 - No immediate changes, certainly no approval of ATB diff's
- Class 2 - I see no immediate need for change, but the current class structure does include the word production. Should we be looking more closely at bodywork changes?
- Class 3 - A return to Kent/Pinto/TwinCam engines in Escorts; Removal of the Type 9 Gearboxes
- Class 4 - Single Carburettor Engines only; Imp variants up to 925cc on 12" wheels; Skodas up to 1400cc
- Class 5 - a) No immediate change, but we need to be aware that some of the Scimitars are sporting Zetec engines and therefore any change to what happens in Class 3 may have a knock on effect on them.  
b) Allow postwar engines in otherwise standard Class 2 cars. This would allow a Reliant or A-Series engine in an Austin 7 for example.
- Class 6 - No Type 4 Engines in Beetles; Imp variants over 925cc, allowed to run 13" wheels
- Class 7 - With the points system to define where a "Modified Beyond" become a Class 8 special this class should not need further amendment
- Class 8 - As this remains a free formula class in technical terms I can see no sensible way of controlling their performance by technical means. This has to be down to Clerks of Course to use the options at their disposal. A subject for another column!

There are lots of tricky bits in these ideas. I've always believed that there is little point in banning something if you cannot scrutineer it. I don't want to get into a situation where people have to take their cars to be scrutineered (and sealed) prior to an event. Competitors always seem reluctant to protest vehicles, and even those competitors who prefer the quiet word in an officials ear can sometimes be reluctant to actually name and shame. John Blakeley has been obliged to step back from his impressive performance of being at every event, and the first couple of events this autumn suggest that the appointment of a club scrutineer is a return to the dark ages of 20 years ago. With



no standardisation, no feedback and certainly no hope of understanding a radically new technical formula.

There are my ideas for the future out in the open. Now it's down to competitors and organisers to discuss them and pull them apart.

Facebook Comments:-

**Carl Talbot** Personally I don't think there is much wrong with the current regs, The exceptions to the above is the engine block rule , I would like to see a 'period' block for the car [ie what was available during the period of manufacture of that car +/- arbitrary 5yrs] This would be to allow the big Beetles to keep their type4 , I don't see the need to decimate Class 6 . I don't think fitting a Mazda derived Duratec in a classic trials car in keeping with the sport . Dave (*Haizelden*) points out that a duratec escort has not won too often - how would class 3 competitors feel if someone with very deep pockets built themselves the 2.6L Duratec on full management ?

**Sam Holmes (Class 4)** I don't pretend to know enough about the other classes to have an opinion, but as far as class 4 goes I feel that we are the only class directly limited by engine capacity and hence power output. You don't regularly see cars in other classes running out of power on steep sections whereas in class 4 it is common! Twin carbs is a relatively cheap and easy modification to the engine that can increase power. Also, as a new-ish comer (3 years) I have managed some levels of competitiveness without breaking the bank!

**John Bamber** I read the blog with interest about class 5b. Four or five years ago I built a lightweight Austin Seven powered by a Reliant engine and box. First trial was the Northern [new car on the block] entered class 5b and was closely looked at by some committee members [no feedback], took 2 or 3 trials to sort out the niggles. The following year on the Northern again I was reclassified in class 7 by John Blakeley, please bear in mind that this is a 1929 car complete with cable/rod brakes etc, which prove to be totally outclassed and uncompetitive due to restarts [if I had run in 5b we would have been in the top 3]. I then tried to have the car reclassified in 5b over the next year but the answer was class 7. So after 20+ years of classic trialing with a heavy heart I decided to stop and find something else and it appears that historic sporting trials will except the car. I will be interested to see the outcome of this proposal.

**Jason Byrom** A Class for completely standard cars, whether FWD or RWD. Maybe even a post age limit.

**John Rhodes** In response to Jason, completely standard cars would easily get stuck on deeply rutted sections and it is rarely the entrants who shove stricken cars out, it is the observers and other volunteers. They would soon run out of enthusiasm if a whole extra class had to be rescued. At least the lack of sumpguards would give us something to do with the spill kits. Finally, it takes long enough already for a full entry to pass through a section such as Bamford, another class full of potential failures is not what is needed by anyone. What is wrong with the existing Class '0'?

**Keith Sanders** I think someone needs to define if and what the problems are with current rules, the first rule for fixing something is to first understand what the underlying problem is. If you don't know what's wrong how do you know the changes you're going to make will fix it! If the underlying problem is too much power (I'm not convinced it is) then I think the debate needs to be about power in general.

**Simon Groves** The problem is that all of a sudden you verbally said type 9 boxes allowed in escorts . big mistake now they want to put them in Toyota and Hillman. Maybe clarify if the bell housing is part of box or not.... the other all of a sudden rule 13" wheels on a Imp .not necessary at all next Harvey and Clive could bring their pops back to class 3 all these people trying these changes are doing so for a competitive edge they would still compete if you said no

**Carl Talbot** The sections are being dug out and damaged . The problem I see as more power , requiring stronger transmissions , but most importantly this is making the cars less like their original production spec. There are already places in Class 7 and class 8 for modified cars . If - as is the case with current relaxation of the engine block and non std gearboxes in escorts rules- you end up with every class being for fully modified cars. A problem is the current engine rules are 'open ended' . If , for eg , next week Toyota were to bring out a 3.4 litre , 4 cylinder all alloy engine for the Landcruiser it could be fitted in a Toyota Corolla , that might upset a few Escort owners

**Lee Peck** I think engine rule should be: Same number of cylinders and also valves as the original production. as for the type 9 gearbox the older box is better and stronger its just type 9 are easier to get. That's my view on.... as for class 4 I run a single carb (twin choke) on my bug and probably

have the lowest power out of every one and have no problems with the guys running twin carbs we only have 1300cc anyway (the only class with cc restrictions).

**Keith Sanders** Carl makes a good point, so the crux of the issue isn't about the engines being used today but what might happen in the future. Some might say the Horse has already bolted but your future concerns could be mitigated by having a Permitted Engines list for each car based on current fitments.

**Clive Kalber** You can have as much power as you like but you still have to get it on the ground!! if rallying rules allow you to use 13" wheels on an imp why cant we use 15" wheels on our Escorts!. I think leave the regs alone. If anything should be looked at it is the diff test, I think anyone with an illegal or over tight diff should be banned for life! if it won't stay on the diff test then go home or prove that its legal

**Myke Pocock** Regarding this thread, I think it should be remembered that Simon makes the point that the ideas are his, not the ACTC Council but I think he should be applauded for having the guts to say some things which have been floating around for some time now. The problems for organisers is just how to attempt to organise some semblance of a flat playing field when setting up a trial with the massive spread of vehicle abilities. When you attempt something to address that issue such as tyre pressures you get a bollocking from some who say you are unnecessarily penalising them! Sometimes you just cannot win! I Still say though that the engine fitted should have some sort of direct DNA connection with the vehicle that it is fitted in. Unfortunately Skoda do not make a better 1300cc engine from later models that would conform to the regs as if they did I am sure there would be a few around!!

**David Haizelden** I for one do think the classes need a shake up, as it stands at the moment we have falling numbers due to cost and familiarity at the top of the leader board.

**David Haizelden**

Class 1, unmodified production cars with the exception of sump guard and suspension mods.

Class 2 FWDs with ATBs (unable to check and expensive to protest)

Class 3 pre 1960 production cars and pre war cars.

Class 4, front engine RWD with original engine/box.

Class 5, rear engine/rwd with original engine and box.

Class 6, sports cars and modified front engine rwd with engine swaps and larger wheel diameter.

Class 7 same as now.

Class 8 needs the CoCs to limit their climbing ability.

**Simon Groves** so Dave to be clear where do you put an escort with a type 9 or a Toyota or Hillman with type 9 and where do you put a imp on 13" wheels? as i see it they are the main changes that have happened in the last decade ps quaifes are a bad idea

**Nicola Butcher** So in Dave's view of classes there would be no class 4 as we know it now, with upto 1300cc, as you've put all rear engine & rwd cars together. So how is this supposed to save me money!!! I'd need a bigger engine straight away. I've competed a couple of times in my Beetle on PCTs where the rear engine /rwd cars are lumped together and it's just not competitive with the bigger engine cars.

**Carl Talbot** Simon's suggestion is Imps on 13's into Class 6, so Escorts on 15's into Class 7 - Don't see a problem there. Type 9 gearboxes are only std on later fords [Sierra etc] so either get rid of them or let every one use them as a 'spec gearbox'

**John Rhodes** If Escorts are allowed 15" in class 7 then kit cars running Escort axles will need the same indulgence?

**Carl Talbot** John, the kit cars are on spec. sheets, the escorts would be 'modified beyond..' a different category in class 7 [7a/7b?]

**John Rhodes** All the extra mods that produce power can be countered by tyre pressure limitations, say 25psi across the board. Easier on the land and would give less challenging sections a new life. Very easy to check on every section, like we did on the Ilkley Classic. We have run our PCTs at 25 for a few years and entries have risen from less than 20 to over 40 regularly. The sections are just as challenging, there is a wider opportunity to lay out interesting sections and the land recovers more easily. If you really want to run 15" tyres on a Ford then drive a Sierra.

**Andrew Brown** OK, time for a (currently) non-competing observer to wade in to this debate ... I think we all need to step back and ask "What are the real issues?" before looking at the detail of any proposed technical changes. My views, for what they're worth, are:

(1) We need some way, in every class, of challenging the experienced competitor whilst encouraging the newcomer;

(2) We need some way of levelling the classes or (as I've been suggesting for years) we throw-away all notion of outright placings (and with it the entire Wheelspin League) and concentrate on

Class placings and the Crackington League;

(3) We need to keep costs at a sensible level - I'm constantly told that some of the more extreme mods (such as engine and gearbox swops) are done because they're cheaper.

My suggestion would be that each Class nominates three competitors to be their representatives. I would like these three to come from the top five in each class in the Crackington League, because I think that gives us the best chance of addressing the three points I make in my previous email.

One representative from each class should then meet with the ACTC Technical Panel to thrash-out a proposal or agree to leave the Classes as they are. I make no apologies for biasing this towards the regular, and successful, competitors. From my experience these are the people with the best interests of the sport at heart, and they all had to start somewhere.

**Simon Groves** When i keep looking at this simply which is my style . the only problem is the existing rules are fine but they are not being enforced properly .so there's no point in making new rules just enforce the ones we have and it will be fine. where is it written you can have type 9 and 13" on imp i can only see it say you can't

**Mike Ellis** As a relative new comer to the sport please don't take my thoughts to seriously :) do massive changes need to be made or could a simple (as Carl mentioned) 'period modification +5yrs' rule be enforced? I would never want to drive competitors away from sport but could Zetec/duratec powered machines move to class 7, same as a Beetle/Imp etc with non period motor. As for gearboxes should keep them to same manufacturer as vehicle and period? I see no problem with induction, no. of carbs etc. Leaving class structure as is, allowing all current vehicles eligible with a minimal shuffle around. I understand a level of common sense would have to be applied, and maybe wild mods could be thrown to the 'board' before people spend time & money carrying them out?

**Greg Warren** I totally agree with your comment last night Dave. However the overriding factor we must keep the regular competitors attending trials. But rules need overhauling to get new people into the sport. The bit about type 9 gearboxes p100 diesel let them carry on to dam heavy for me my rebuilt rs2000 box with proper alloy bellhousing is much lighter.

**Clive Kalber** A type 9 five speed box is a lot heavier so no advantage whatsoever to an Escorts climbing ability but on the road in 5th gear perhaps a bit better on the environment as less revolutions needed for the same speed, the trouble is with any sport if you get the same people winning then other competitors don't like it! when i started driving back in 1986 i wasn't winning class wins but i kept at it and tried different things until i got the car how i wanted it.If you put the time in you will get success.

**Andrew Brown** Clive's last point is spot on. By and large, those competitors who do well are those who compete the most, and those who only do a handful of events every year shouldn't complain if they get beaten by those who are out every week. OK, not everyone can afford the time or money to compete every week, but those who don't compete regularly shouldn't expect a rule change just to make their life easier on the odd occasion when they do come out to play!

**Ben Gladwyn** (Nicola Butcher's husband) Motorsport is what it is. If it's not arrive and drive, people will spend money to try and improve their performance - it's all part of the game. Compared to other varieties, trials is unbeatable value for money. It also has an even cheaper "in" for novices - PCTs. I'd be wary of changing regulations to reduce costs when the result could be those with deep pockets finding an expensive solution to get their power back.

**Simon Groves** Power is not a problem but clive they want to put type 9 ford boxes into different makes of car this needs looking at.

**Myke Pocock** Quote, " From my experience these are the people with the best interests of the sport at heart..." Andrew, I think you drastically underestimate what many triallers feel about their sport even if they are not out on a regular basis and continually successful. Perhaps those who DO NOT and CANNOT trial every other weekend or so should also be as entitled to involvement as those you refer to? The direction trialling MAY go in is as much down to the occasional trialler as the regular and successful, after all attracting new blood has been mentioned a number of times and that has in part to do with what is and is not allowed.

**Clive Kalber** I don't think any car in any class should be allowed an (atb) or limited slip diff. Classic Trialing is about getting the best from your car without help from limited slip's and or grip tyres. its all about preparation and the skill of the driver and being.

**Dave Cook** I know I'm just a spectator, but I'd quite like to throw my views into the pot as well. Firstly what should any change in the regulations address,

1) Safety, the sport should not encourage cars to be in a condition where it is dangerous to use them on the road, or they are danger to competitors or onlookers. Particular issues I'm thinking of here are dangerous weight distribution and the lack of roll over bars for open cars, but I'm sure you

can think of others.

2) Competitiveness, the difference in performance between cars in the same class should be down to the driver, and how well the car is set up, not how much has been spent on it. Ensuring that cars in differing classes stand an equal chance of winning an event is down to the event organisers.

3) Variety, One of the chief attractions, at least to me personally, is the wide variety of cars entered. Any set of regulations, which allows for Suzuki XJ90's to be classed as a sport car and still be competitive can't be completely broken.

4) Simplicity, As an experienced spectator I often get asked why one Beetle has stopped at a restart and another apparently similar car has gone straight through. I can just about understand and explain the concept of the existing classes, which is relatively simple. Making it more complex would be a retrograde step.

5) Timeless, If the regulation need continually updating as different competitors try different set ups, and different engines and gearboxes come onto the second hand market, everyone will quickly get fed up.

I'm sure that others can add their own priorities.

One suggestion that might be worth considering is extending the "accepted specification" system used for kit cars, class 7C to other classes, thus the thorny issue of a "type 9 gearbox" could be dealt with on a model by model basis. The accepted specification could be agreed at the start of each season. Any car that has never been trialed before could be given a free hand for the first season. Any modifications to the accepted specification could be voted on by every driver who entered that model into at least one ACTC/MCC event.

It is also important that MCC and ACTC regs are kept in step.

If this is garbage please feel free to ignore it completely, after all I've never driven a trials car and have no wish to do so.

**David Haizelden** Escorts with type 9 would go in class 6 in my new structure but would also be allowed larger wheels and engine change. Class 4 would lose its 1300cc limit, but you could only then go up to the standard beetle engine size of I believe to be 1600cc, currently there are none at the mo. Class 6 beetles would have to move to class 7

**Sam Holmes** If the 'problem to be fixed' is cost, then surely having 'looser' regulations is more encouraging to the newcomer? The more up-tight and complex regs come then the more expertise and money is needed to eek out competitiveness within the regs? Within classes it will always be the case that money talks but that doesn't guarantee a shelf full of trophies - drivers count!

**Keith Sanders** Dave, some fresh ideas there... would I be right in thinking the following...

A Mk 1 escort in "standard" trim i.e 1600 xflow, original twin choke carb etc, raised suspension & sump guard would be in New Class 1

**Mike Tucker** This is one open to much debate, standard should be standard with factory options, but some escorts came with twin carbs (twin cams BDA's and I'm sure it was an option on mk2 RS2000's) I'm considering restoring my mk1 and TBH a Zetec is a cheaper option

**Julian Archbold** All these cars that you want to put in class 7, would they have to have a spec sheet like the Marlin and Melos does.

**Hans Viertel** Well, this is rolling oln isn't it. At least Simon Woodall has got you all talking. In general I like his proposals. I agree with his comments on Class 4 but he needs to refer to "single choke carb." not just single carb. That would help stop expensive, fancy tuned beetles engines spoiling the old cheap class 4.

Wheelspin Table 2013			After:				Ilkley										Date		20/5/13		
			Exeter	Clee Hills	Exmoor	Cotswold C	Northern	Torbay	Lands End	Kyrie	Ilkley	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Best 9	Total	No Events Scored
78	Carl	Talbot		C	C	9	8	9		6	3								35.0	35.0	5
1	Dean	Partington		C	C		7	10		10	7								34.0	34.0	4
117	Adrian	Dommett	5	C	C			8	5	9									27.0	27.0	4
2	Michael	Chatwin	5	C	C		10			2	9								26.0	26.0	4
38	Julian	Lack	5	C	C		3		5		8								21.0	21.0	4
19	Charles	Knifton		C	C	5	9			1	4								19.0	19.0	4
5	Bill	Bennett	3	C	C		6	5	3										17.0	17.0	4
4	Keith	Sanders		C	C	8		7											15.0	15.0	2
57	Nicola	Butcher	5	C	C	2	1		5										13.0	13.0	4
7	James	Shallcross	1	C	C		2				10								13.0	13.0	3
80	Adrian	Marfell		C	C	6				5									11.0	11.0	2
63	John	White		C	C	10													10.0	10.0	1
134	Paul	Bartelman		C	C					8									8.0	8.0	1
99	Dudley	Stery	3	C	C				5										8.0	8.0	2
111	David	Golightly		C	C	3					5								8.0	8.0	2
3	Duncan	Stephens		C	C	7													7.0	7.0	1
130	Mike	Workman		C	C					7									7.0	7.0	1
172	Simon	Groves		C	C			2		4									6.0	6.0	2
37	Michael	Leete	3	C	C					3									6.0	6.0	2
31	David	Miller	1	C	C					5									6.0	6.0	2
59	Tris	White		C	C			6											6.0	6.0	1
8	John	Bell		C	C		5												5.0	5.0	1
9	Dick	Bolt		C	C					5									5.0	5.0	1
119	Nigel	Jones		C	C					5									5.0	5.0	1
89	David	Symons		C	C					5									5.0	5.0	1
65	Gary	Browning		C	C	1		3											4.0	4.0	2
92	Brian	Partridge	1	C	C					3									4.0	4.0	2
77	Alan	Selwood	1	C	C					3									4.0	4.0	2
133	Stuart	Bartlett		C	C					3									3.0	3.0	1
138	Harry	Butcher		C	C					3									3.0	3.0	1
23	Rob	Hawarth		C	C					3									3.0	3.0	1
86	Joshua	Moss	3	C	C														3.0	3.0	1
108	Neal	Vile		C	C					3									3.0	3.0	1
72	Tony	Branson		C	C						2								2.0	2.0	1
180	Peter	Jones		C	C					1									1.0	1.0	1
29	John	Ludford	1	C	C														1.0	1.0	1
126	Terry	Mattin		C	C					1									1.0	1.0	1
97	Murray	Montgomery-Smith		C	C					1									1.0	1.0	1
145	Rory	Pope		C	C					1									1.0	1.0	1
70	Adrian	Tucker-Peake		C	C					1									1.0	1.0	1
33	Roger	Goldthorpe		C	C						1								1.0	1.0	1
148	Thomas	Aldrian		C	C														0.0	0.0	0
175	Brian	Alexander		C	C														0.0	0.0	0
113	Mal	Allen		C	C														0.0	0.0	0
61	Brian	Andrew		C	C														0.0	0.0	0
116	Anthony	Andrew		C	C														0.0	0.0	0
43	Stephen	Bailey		C	C														0.0	0.0	0
66	Richard	Banbury		C	C														0.0	0.0	0
17	Kevin	Barnes		C	C														0.0	0.0	0
27	Luke	Blaber		C	C														0.0	0.0	0
54	Alan	Black		C	C														0.0	0.0	0
62	Dave	Broom		C	C														0.0	0.0	0
98	Andrew	Brown		C	C														0.0	0.0	0
174	Chris	Burge		C	C														0.0	0.0	0
128	Nick	Cleal		C	C														0.0	0.0	0
169	Terry	Coventry		C	C														0.0	0.0	0
136	Nick	Cross		C	C														0.0	0.0	0
28	Ian	Davis		C	C														0.0	0.0	0
93	Tim	Dewar		C	C														0.0	0.0	0
15	Giles	Greenslade		C	C														0.0	0.0	0
6	David	Haizelden		C	C														0.0	0.0	0
68	Aaron	Haizelden		C	C														0.0	0.0	0
24	Stuart	Harrold		C	C														0.0	0.0	0
81	Peter	Hart		C	C														0.0	0.0	0
118	Joe	Henderson		C	C														0.0	0.0	0
129	Stuart	Highwood		C	C														0.0	0.0	0
106	Robert	Hodgkinson		C	C														0.0	0.0	0
45	Richard	Houlgate		C	C														0.0	0.0	0
32	David	Jackson		C	C														0.0	0.0	0
115	Stephen	Johnson		C	C														0.0	0.0	0
42	John	Looker		C	C														0.0	0.0	0
202	Andrew	Martin		C	C														0.0	0.0	0
201	Sticker	Martin		C	C														0.0	0.0	0
88	Nigel	Moss		C	C														0.0	0.0	0
51	Ian	Moss		C	C														0.0	0.0	0

182	Peter	Mountain		C	C													0.0	0.0	0
49	Lee	Peck		C	C													0.0	0.0	0
127	Richard	Peck		C	C													0.0	0.0	0
82	Colin	Perryman		C	C													0.0	0.0	0
149	Michael	Pocock		C	C													0.0	0.0	0
114	Stephen	Potter		C	C													0.0	0.0	0
144	Claire	Rippon		C	C													0.0	0.0	0
142	Andrew	Rippon		C	C													0.0	0.0	0
163	Paul	Royds		C	C													0.0	0.0	0
53	Reg	Salway		C	C													0.0	0.0	0
94	Mark	Smith		C	C													0.0	0.0	0
74	Chris	Thompson		C	C													0.0	0.0	0
64	Sam	Thompson		C	C													0.0	0.0	0
84	Rodney	Thorne		C	C													0.0	0.0	0
102	Ryan	Tonkin		C	C													0.0	0.0	0
40	Jonathan	Toulmin		C	C													0.0	0.0	0
18	Roger	Ugalde		C	C													0.0	0.0	0
112	Michael	Warnes		C	C													0.0	0.0	0
123	Andy	Webb		C	C													0.0	0.0	0
125	Duncan	Welch		C	C													0.0	0.0	0
90	Rob	Wells		C	C													0.0	0.0	0
131	Ed	Wells		C	C													0.0	0.0	0
122	John	Wilton		C	C													0.0	0.0	0
60	Simon	Woodall		C	C													0.0	0.0	0
56	Mike	Wordsworth		C	C													0.0	0.0	0
101	Tony	Young		C	C													0.0	0.0	0

Crackington Table 2013			After:				Ilkley										Date		20/5/13		
			Exeter	Clee Hills	Exmoor	Cotswold C	Northern	Torbay	Lands End	Kyrie	Ilkley	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Best 9	Total	No Events Scored
5	Bill	Bennett	3.0	C	C	9.5	10.3	9.5	5.0	9.6	9.6								56.5	56.5	7
38	Julian	Lack	5.0	C	C	10.0	10.8		5.0	10.9	10.7								52.4	52.4	6
7	James	Shallcross	1.0	C	C	10.4	10.2	10.4		9.4	10.3								51.7	51.7	6
57	Nicola	Butcher	5.0	C	C	9.9	10.2	9.3	5.0	9.4									48.8	48.8	6
78	Carl	Talbot		C	C	11.0	8.8	9.8		8.0	7.0								44.6	44.6	5
1	Dean	Partington		C	C	R	7.8	10.8		11.0	10.0								39.6	39.6	4
2	Michael	Chatwin	5.0	C	C	3.0	10.8	R		5.0	11.0								34.8	34.8	5
19	Charles	Knifton		C	C	10.0	9.8			4.0	8.0								31.8	31.8	4
4	Keith	Sanders		C	C	10.6		10.3		10.7									31.6	31.6	3
117	Adrian	Dommett	5.0	C	C			10.5	5.0	10.6									31.1	31.1	4
111	David	Golightly		C	C	10.5				8.6	10.6								29.7	29.7	3
65	Gary	Browning		C	C	9.6		10.7		8.7									29.0	29.0	3
6	David	Haizelden		C	C	9.0		9.4		10.4									28.8	28.8	3
119	Nigel	Jones		C	C	7.6	9.2		5.0	6.7	R								28.5	28.5	4
8	John	Bell		C	C	8.5	9.3	R		7.6									25.4	25.4	3
37	Michael	Leete	3.0	C	C		9.2		3.0		10.2								25.4	25.4	4
82	Colin	Perryman		C	C	8.0	10.3	6.8		R									25.1	25.1	3
142	Andrew	Rippon		C	C	7.0		9.7		7.7									24.4	24.4	3
138	Harry	Butcher		C	C	8.6	10.1		3.0										21.7	21.7	3
63	John	White		C	C	10.9				10.4									21.3	21.3	2
80	Adrian	Marfell		C	C	10.6				10.7									21.3	21.3	2
172	Simon	Groves		C	C	5.0		7.8		7.0									19.8	19.8	3
9	Dick	Boit		C	C	7.0		R	5.0	7.6									19.6	19.6	3
68	Aaron	Haizelden		C	C			8.8		9.6									18.4	18.4	2
128	Nick	Cleal		C	C	9.4		8.4											17.8	17.8	2
70	Adrian	Tucker-Peake		C	C				1.0	6.7	10.1								17.8	17.8	3
33	Roger	Goldthorpe		C	C		8.8				8.7								17.5	17.5	2
40	Jonathan	Toulmin		C	C					7.7	9.7								17.4	17.4	2
114	Stephen	Potter		C	C	7.5		8.5											16.0	16.0	2
31	David	Miller	1.0	C	C		9.3		5.0										15.3	15.3	3
113	Mal	Allen		C	C	8.0				6.9									14.9	14.9	2
131	Ed	Wells		C	C	6.0				8.9									14.9	14.9	2
99	Dudley	Serry	3.0	C	C	R		6.8	5.0	0.0									14.8	14.8	3
61	Brian	Andrew		C	C			8.7		5.7									14.4	14.4	2
74	Chris	Thompson		C	C			8.3		5.7									14.0	14.0	2
122	John	Wilton		C	C	6.5	R	7.5											14.0	14.0	2
133	Stuart	Bartlett		C	C	0.0				6.0	5.0								11.0	11.0	2
3	Duncan	Stephens		C	C	11.0													11.0	11.0	1
129	Stuart	Highwood		C	C	3.0		7.7		R									10.7	10.7	2
134	Paul	Bartelman		C	C					10.0									10.0	10.0	1
72	Tony	Branson		C	C						9.7								9.7	9.7	1
180	Peter	Jones		C	C				1.0	8.7									9.7	9.7	2
149	Michael	Pocock		C	C						9.2								9.2	9.2	1
130	Mike	Workman		C	C	R				9.0									9.0	9.0	1
59	Tris	White		C	C			8.8		R									8.8	8.8	1
169	Terry	Coventry		C	C	8.4													8.4	8.4	1
51	Ian	Moss		C	C					8.4									8.4	8.4	1
45	Richard	Houlgate		C	C	0.0				7.9									7.9	7.9	1
93	Tim	Dewar		C	C					7.4									7.4	7.4	1
28	Ian	Davis		C	C	7.0				R									7.0	7.0	1
29	John	Ludford	1.0	C	C					5.9									6.9	6.9	2
101	Tony	Young		C	C	6.9													6.9	6.9	1
106	Robert	Hodgkinson		C	C		6.8				R								6.8	6.8	1
86	Joshua	Moss		C	C	6.0													6.0	6.0	1
92	Brian	Partridge	1.0	C	C	0.0			3.0	2.0									6.0	6.0	3
89	David	Symons		C	C					5.0									5.0	5.0	1
97	Murray	Montgomery-Smith		C	C	0.0		R	1.0	3.9									4.9	4.9	2
54	Alan	Black		C	C			4.8											4.8	4.8	1
32	David	Jackson		C	C	0.0	R				4.0								4.0	4.0	1
115	Stephen	Johnson		C	C	4.0													4.0	4.0	1
77	Alan	Selwood	1.0	C	C					3.0									4.0	4.0	2
23	Rob	Hawarth		C	C					3.0									3.0	3.0	1
108	Neal	Vile		C	C					3.0									3.0	3.0	1
126	Terry	Mattin		C	C					1.0									1.0	1.0	1
145	Rory	Pope		C	C					1.0									1.0	1.0	1
148	Thomas	Aldrian		C	C														0.0	0.0	0
175	Brian	Alexander		C	C														0.0	0.0	0
116	Anthony	Andrew		C	C			R											0.0	0.0	0
43	Stephen	Bailey		C	C														0.0	0.0	0
66	Richard	Banbury		C	C														0.0	0.0	0
17	Kevin	Barnes		C	C	0.0													0.0	0.0	0
27	Luke	Blaber		C	C														0.0	0.0	0
62	Dave	Broom		C	C														0.0	0.0	0
98	Andrew	Brown		C	C														0.0	0.0	0
174	Chris	Burge		C	C														0.0	0.0	0

136	Nick	Cross		C	C			R									0.0	0.0	0
15	Giles	Greenslade		C	C												0.0	0.0	0
24	Stuart	Harrold		C	C												0.0	0.0	0
81	Peter	Hart		C	C												0.0	0.0	0
118	Joe	Henderson		C	C												0.0	0.0	0
42	John	Looker		C	C												0.0	0.0	0
202	Andrew	Martin		C	C												0.0	0.0	0
201	Sticker	Martin		C	C			R									0.0	0.0	0
88	Nigel	Moss		C	C												0.0	0.0	0
182	Peter	Mountain		C	C												0.0	0.0	0
49	Lee	Peck		C	C												0.0	0.0	0
127	Richard	Peck		C	C												0.0	0.0	0
144	Claire	Rippon		C	C												0.0	0.0	0
163	Paul	Royds		C	C												0.0	0.0	0
53	Reg	Salway		C	C												0.0	0.0	0
94	Mark	Smith		C	C												0.0	0.0	0
64	Sam	Thompson		C	C												0.0	0.0	0
84	Rodney	Thorne		C	C												0.0	0.0	0
102	Ryan	Tonkin		C	C												0.0	0.0	0
18	Roger	Ugalde		C	C												0.0	0.0	0
112	Michael	Warnes		C	C												0.0	0.0	0
123	Andy	Webb		C	C												0.0	0.0	0
125	Duncan	Welch		C	C												0.0	0.0	0
90	Rob	Wells		C	C												0.0	0.0	0
60	Simon	Woodall		C	C												0.0	0.0	0
56	Mike	Wordsworth		C	C												0.0	0.0	0



Navigator's League 2013		After:		Ilkley														Date		20/5/13	
		Exeter	Clee Hills	Exmoor	Cotswold C	Northern	Torbay	Lands End	Kyrle	Ilkley	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Best 9	Total	No Events Scored	
506	Liz Bennett		C	C	9.5	10.3	9.5	5.0	9.6	9.6								53.5	53.5	6	
	Gaby Albertova					10.2	10.4		9.4	10.3								40.3	40.3	4	
578	Ralph Talbot		C	C	11.0		9.8		8.0	7.0								35.8	35.8	4	
611	Carla Smith		C	C	10.5				8.6	10.6								29.7	29.7	3	
577	Norton Selwood	1.0	C	C			9.3	3.0	10.4									23.7	23.7	4	
642	Lorraine Rippon		C	C			9.7		7.7									17.4	17.4	2	
585	Peter Goode		C	C			R		5.0	11.0								16.0	16.0	2	
613	Donny Allen		C	C	8.0													8.0	8.0	1	
524	Chris Phillips		C	C			6.8		0.0									6.8	6.8	1	
14	Michael Hayward	3.0	C	C				3.0										6.0	6.0	2	
529	Sue Ludford	1.0	C	C				0.0										1.0	1.0	1	
581	Carlie Hart		C	C														0.0	0.0	0	
616	Christine Andrew		C	C			R											0.0	0.0	0	
619	David Hunt		C	C														0.0	0.0	0	
562	Del(phine) Broom		C	C														0.0	0.0	0	

Troll Trophy Table 2013		After:										Ilkley					Date		25/5/13	
		Exeter	Clee Hills	Exmoor	Cotswold C	Northern	Torbay	Lands End	Kyrle	Ilkley	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Best 9	Total	No Events Scored
<b>Team Eastwood</b>																				
Dean	Partington	DNC	C	C	R	7.8	10.8	DNC	11.0	10.0										
Charles	Knifton	DNC	C	C	10.8	9.8	DNC	DNC	4.0	8.0										
Mike	Chatwin	5.0	C	C	3.0	10.8	R	DNC	5.0	11.0										
Stuart	Bartlett	DNC	C	C	O	DNC	DNC	DNC	6.0	5.0										
						<b>28.4</b>			<b>22.0</b>	<b>29.0</b>								<b>79.4</b>	<b>79.4</b>	<b>3</b>
Keith	Sanders	DNC	C	C	10.6	DNC	10.3	DNC	10.7	DNC										
Aaron	Haizelden	DNC	C	C	DNC	DNC	8.8	DNC	9.6	DNC										
Adrian	Dommett	5.0	C	C	DNC	DNC	10.5	5.0	10.6	DNC										
Dave	Haizelden	DNC	C	C	9.0	DNC	9.4	DNC	10.4	DNC										
						<b>30.2</b>			<b>31.7</b>									<b>61.9</b>	<b>61.9</b>	<b>2</b>

