

**A Meeting of the Council of ACTC will be held on  
Sunday 5<sup>th</sup> April 2020 starting at 14,00hrs.**

At the Exeter Court Hotel, Kennford, *Exeter* EX6 (Please Note, New Venue). Delegates should be able to purchase lunch before the meeting, and tea will be provided during the meeting.

**AGENDA**

1. Apologies for absence.
2. Minutes of the Meeting held on 1<sup>st</sup> September 2019
3. Matters arising from the above minutes (not covered in items below).
4. **To receive nominations and elect:**
  - 4.1 Presidents. No Nominations received but Simon Woodall is prepared to stand again.
  - 4.2 Vice Presidents. No Nominations
5. **To receive nominations and elect:**
  - 5.1 Chairman. No nominations have been received but David Haizelden is prepared to continue.
  - 5.2 Vice Chairman. No nominations have been received but Pete Hart is prepared to continue.
  - 5.3 Secretary. Bill Bennett is standing down and one nomination received For Keith Sanders
  - 5.4 Treasurer. No nominations have been received but Paul Brooks is prepared to continue.
  - 5.5 Championship Secretary. No nominations have been received but John Bell is prepared to continue.
  - 5.6 Class 7 Coordinator. No nominations have been received but Pete Hart is prepared to continue.
  - 5.7 Rights of Way Officer. No nominations have been received but Andrew Knightly-Brown is prepared to continue.
  - 5.8 Championship Monitor. Norton Selwood is moving to fill the vacant position of Publicity Officer and Bill Bennett is prepared to become Championship Monitor.
6. **Other Officers to be elected.** (to be appointed at the meeting)
  - 6.1 Motorcycle coordinator. Chris Barham is prepared to continue.
  - 6.2 Restart Editor. Pat Toulmin is prepared to continue
  - 6.3 Website Manager. James Shallcross is prepared to continue
  - 6.4 Scrutineering Officer. No volunteers have come forward.
  - 6.5 Award Evening Organizing Team. The Selwood Family are prepared to continue
  - 6.6 Tyre Officer. The current Tyre Officer would like to stand down so a replacement is required.
  - 6.7 Publicity Officer. Norton Selwood is prepared to take on this position.
7. **Financial Reports.** Paul Brooks
  - 7.1 Year-end accounts to 31/12/2019.
  - 7.2 Budget for the 2020.

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|-----|---------------------------------------|------------------|
| 8.  | <b>Restart Report.</b>                | Pat Toulmin      |
| 9.  | <b>Website Report.</b>                | James Shallcross |
| 10. | <b>Championship Quality Report</b>    | Norton Selwood   |
| 11. | <b>MS-UK Trials Committee Report.</b> | Simon Woodall    |
| 12. | <b>Technical Committee Report.</b>    | Pete Hart        |

12.1 Proposal from the Dellow Register **(see Attachments 1, 2, & 3)**

The ACTC Technical Panel propose and recommend the following changes to the ACTC Technical Regulations, to take affect from the 1st of January 2021. Initially for a 3 year period.

A1.2.4

Existing wording

" A production car, which includes production saloons and production sports cars, is any car which is or has been on general catalogued sale as a completed road going vehicle and is or was available through normal retail dealer outlets. A production car, or variants or copies thereof, must not at any time have been available as a kit car.

Proposed revised Wording

"A production car, which includes production saloons and production sports cars, is any car which is or has been on general catalogued sale as a completed road going vehicle and is or was available through normal retail dealer outlets."

**Vote to approve this change.**

New Rule

A1.7.4

The fitting of any Ford passenger gearbox is acceptable for Dellow Mk1,2,3.

**Vote to approve this rule.**

The Dellow models 1, 2, and 3 be added to the list of post war cars accepted in Class 2.

**Vote to approve this change**

12.2. Revised Spec sheet for the Dutton Sierra in class 7c. **(See Attachment 4).**

12.3 Discussion on the relaxation of the wheel and tyre regulations. **(See Attachment 12)**

- |     |   |                        |
|-----|---|------------------------|
| 13. | <b>Rights of Way Officer report.</b>    | Andrew Knightley-Brown |
| 14. | <b>Motorcycle Coordinator's Report.</b> | Chris Barham           |

15. **Championship Reports.** Dave Haizelden (in John Bell's Absence)

13.1 Remaining of 2020 season **(see Attachment 5)**

13.2 Draft calendars for 2021 season **(see Attachment 6)**

**Can Clubs please study this proposed calendar and report back any concerns, either at meeting or to John Bell direct.**

[Johnbell890@hotmail.com](mailto:Johnbell890@hotmail.com)

13.3 2020 Championship Positions so far.

16. **A Report on the Awards Evening** Alan Selwood
17. **Proposal to reduce the "best counting scores" from 9 to 7  
(See Attachments 7 & 8)** Dave Haizelden
18. **Proposal: for the development of a standard instruction manual for marshals.  
(See attachments 9, 10 & 13)** Fell Side AC
19. **Should ACTC join ACU as a non-territorial club?  
(See attachment 11)** Simon Woodall
20. Date, Time & place of next ACTC Council Meeting.

**PLEASE PRINT AND BRING A COPY OF THIS AGENDA and the Attachments TO THE MEETING.**

*Bill Bennett*

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BS37 6QJ

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**13 Attachments.**

## Dellow Register Proposal 1

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### The Dellow Register Propose

Dellows Mk1, Mk2 and Mk3 be considered a Production Car by deleting the words “must not at any time have been available as a kit car.” from ACTC rule A1.2.4 and that a clause be added to the ASWMC/ACTC Rules and Regulations Appendix 1 “For Dellows Mk1, Mk2 and Mk3 any Ford Passenger car gearbox is permitted.”

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### Background

94 Dellow Mk1, 95 Dellow Mk2 and 18 Mk3 were produced. They were sold as complete cars, mainly through Ford Dealers. Ford supplied Dellow with new Engines, Transmission, Axles and Front Suspension. A small number were sold as Chassis only as were other Sports Cars sold at the time by Morgan and HRG.

A high percentage survive but they have become less competitive with their current classification and few are currently competing.

Currently standard Dellows are classified into Class 7. Cars modified with non original engines or axles are classified as Class 8.

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### Implication

This change will put all Dellow Mk1, Mk2 and Mk3 with a Ford Sidevalve based Engine in Class 5 as a Post War production sports car.

Existing blue book rule T 10.12.3 allows the rear axle to be changed in pre 1955 vehicles, so the 105E axle cars would also be in 5.

Any further modifications would put the car in class 7a, eg fitting an engine designed as OHV, as it becomes a production car modified beyond accepted limits.

It is necessary to relax the gearbox casing rule as most Dellows modified to accept an axle with an open prop shaft, but retaining a Side-valve Engine, have had to change the gearbox as well and most known cars have a later box fitted.

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### Comment

Dellows MK1, 2 and 3 are essentially of Pre-WW2 design. The chassis has evolved from the Austin Seven layout and the Engine, Transmission, Axles and Front Suspension are the same as the Upright Popular and date back to a design started on the Model Y in 1932.

The Dellow Register is also proposing that Dellows to original specification be allowed to run in Class 2

### Dellow Register Proposal 2

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#### The Dellow Register Propose

Dellows Mk1, Mk2 and Mk3 be added to the list of post 1941 production cars admitted to Class 2

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#### Background

94 Dellow Mk1, 95 Dellow Mk2 and 18 Mk3 were produced. They were sold as complete cars, mainly through Ford Dealers. Ford supplied Dellow with new Engines, Transmission, Axles and Front Suspension. A small number were sold as Chassis only as were other Sports Cars sold at the time by Morgan and HRG.

A high percentage survive but they have become less competitive with their current classification and few are currently competing.

Currently standard Dellows are classified into Class 7. Cars modified with non original engines or axles are classified as Class 8.

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#### Implication

Only Dellows to original specification with period modifications would run in Class 2. This would exclude cars running later English axles, Open prop shaft, Radial Tyres or non period engines.

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#### Comment

Dellows MK1, 2 and 3 are essentially of Pre-WW2 design. The chassis has evolved from the Austin Seven layout and the Engine, Transmission, Axles and Front Suspension are the same as the Upright Popular and date back to a design started on the Model Y in 1932.

The Dellow Register is also proposing that modified Dellows be allowed to run in either Class 5 or 7

### Dellow Register Proposal

The Stroud and DMC. committee supports and agrees in principle with the Dellow Register proposal. In particular its objectives of re-invigorating and bringing cars and competitors back into the sport.

The committee's full voting support would require a couple of amendments and one proviso to the original proposal.

1/ With regards the specification for Class 2 cars, we feel there is no need to exclude the e83w 'heavy axle', as this confers no competitive advantage in Classic Trials. (it has less diff. casing ground clearance and the gearing is not ideal for Classics) Its only benefit is its strength over the very fragile std e93a 'Pop' axle components.

2/ With regards the specification for Class 5 cars, we feel allowing pre-crossflow and crossflow Ford Kent engines, or indeed any change of engine from the original 1172 sidevalve as a step too far, and inappropriate for Class 5. Likewise with 5 speed gearboxes.

The proviso for full support from Stroud +DMC would be that this proposal is implemented for a 3 year trial period, and then re-evaluated.

## ACCEPTED SPECIFICATION FOR A CLASS 7(c) CAR - DUTTON SIERRA

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MSA Regulation T 10 requires 'Front engine cars manufactured on a limited basis' (generally referred to as kit cars) to conform to an 'accepted specification'. This ACTC Accepted Specification, which must be read in conjunction with the current MSA Competitors' Yearbook and the current ACTC Classic Trials Series Rules and Regulations, defines the car described. All references are to the MSA Competitors' Yearbook current at the date of issue of this specification. (Tone denotes amendments from the previous version.)

	<b>Manufacturer:</b>	Dutton
	<b>Model:</b>	Sierra
<b>T 10</b>	<b>Class 7(c):</b>	In addition to the requirements of T10: Minimum horizontal dimension between the rearmost part of steering wheel and a vertical line through the axis of the rear wheels: 1440mm (57").
<b>T 10.3.1</b>	<b>Original wheelbase:</b>	2400mm (94.5").
<b>T10.3.2</b>	<b>Number of seats:</b>	Four.
<b>T10.4.3</b>	<b>Luggage box</b>	External luggage boxes are not permitted.
<b>T 10.6.1</b>	<b>Cylinder blocks:</b> Considered original for the purposes of this Regulation. MSA Rule T 10.6.1 does not apply to Class 7(c). Only the following engines are acceptable .	<ul style="list-style-type: none"> <li>• Ford OHV "Kent" Series.</li> <li>• Ford OHC "Pinto" Series.</li> </ul> There are no restrictions on engine tuning
<b>T10.6.3</b>	<b>Engine mountings:</b> Considered original for the purposes of this Regulation.	Maximum horizontal dimension from the centre of the foremost spark plug orifice to a vertical line through the centre axis of the front wheels: <ul style="list-style-type: none"> <li>• Ford OHV "Kent" Series: 130mm (5")</li> <li>• Ford OHC "Pinto" Series: 170mm (6.5")</li> </ul>
<b>T10.8.2</b>	<b>Suspension</b>	The original manufacturer's suspension system must be retained Leaf Spring rear only.. spring rates and shock absorbers may be changed.
<b>T 10.9</b>	<b>Diameter of road wheels:</b> Considered standard for the purposes of this Regulation.	13" or 14"only
<b>T10.10.4</b>	<b>Spare wheels / luggage boxes:</b>	<ul style="list-style-type: none"> <li>• Mounted on the rear body is considered to be the manufacturer's standard position for the purpose of this Regulation.</li> </ul>
<b>T 10.12</b>	<b>Gearbox:</b> Considered original for the purposes of this Regulation.	<ul style="list-style-type: none"> <li>• As fitted to Ford Escort Mk1 and 2. &amp; Type 9.</li> </ul>
<b>T 10.12.3</b>	<b>Rear axle casing:</b> Considered original for the purposes of this Regulation. MSA rule T10.12.3 does not apply to Class7(c) Modifications to the casing are not permitted.	As fitted to Ford Escort Mk1 and 2

**A signed copy of this Accepted Specification must be available for inspection by the event scrutineer when requested. You are also requested to register a signed copy with ACTC. This will ensure that you are notified of any future amendments.**

**Step 1 - Please complete, sign, and date this declaration**

I have read the current MSA Competitor’s Yearbook, the current ACTC Classic Trials Series Rules and Regulations, and the additional requirements described above, and I certify that the vehicle described below complies with this Accepted Specification Sheet.

Name: .....

Address: .....

.....

Vehicle Reg No: .....

Signed: .....

Date: .....

**Step 2 - Please send this signed and dated sheet to the ACTC Championship Secretary**

The ACTC Championship Secretary’s address is available on the ACTC website.

**Step 3 - ACTC Championship Secretary to complete, date, and return to Competitor:**

ACTC Serial No: .....

Vehicle: Melos

Signed: .....

Date: .....







**Proposal from Torbay Motor Club**

**Proposal to reduce the "best counting scores" from 9 to 7**

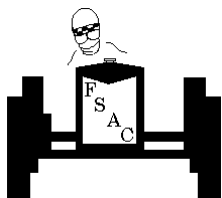
There's no doubt that doing the whole Championship and getting 9 decent results currently requires significant travel and associated expense. Therefore a proposal is taken the April ACTC meeting to reduce this from the best 9 results to the best 7 for each of the national Championships.

It is expected this will reduce the cost and open-up the Championships, making it more viable for more people successfully gain awards.

If this agreed at the April 2020 ACTC meeting then it is requested to be backdated to include the whole 2020 Events Calendar.

Keith Sanders

Torbay Motor Club



## FELL SIDE AUTO CLUB LTD.

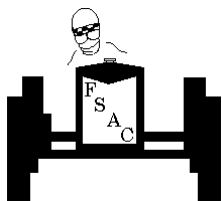
Secretary: Derek Reynolds  
4 Easington Avenue, Cramlington NE23 3HR  
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E-mail: [derekjreynolds@aol.com](mailto:derekjreynolds@aol.com)



### Attachment 8

**Proposal: to reduce the best counting scores from 9 to 7 in the championship due to the cost of travel etc.**

Fell Side Auto Club is opposed to this proposal. We rely on competitors on two, three and four wheels to compete on our trial. If the counting scores are reduced to 7 then there may be less of an incentive for those entered in the championship to travel to our trial. With the demise of the Durham Dales Trial, trialling in the North needs all the support it can get to continue and develop. This proposal will have an effect on that. We are also opposed to any vote on this proposal taking place at this meeting, feeling that it should be considered for longer by clubs and then brought back to the next meeting for possible vote.



# FELL SIDE AUTO CLUB LTD.

Secretary: Derek Reynolds  
4 Easington Avenue, Cramlington NE23 3HR  
01670 733122  
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## Attachment 9

### **Proposal: for the ACTC to look in to the development of a standard instruction manual for marshals. This could also be done in conjunction with the MCC.**

For trialling to continue to develop, amongst other things the recruitment of marshals and the support of existing marshal's needs to be considered and that is ongoing year on year. At present there is no single set of instructions available to new and existing marshals to train new and retrain and reinforce rules with existing marshals. There are basic instructions that all marshals need to know on all trials. Most if not all training of new marshals relies on them being supported by existing marshals and they themselves may not be up to date, have the ability to pass on information or have forgotten processes and procedures. In addition in these times of increased Health and Safety requirements new skills need to be acquired and supported.

The production of a simple training manual in easily handled booklet form that could be printed for little cost would be of value. It could contain scoring procedures, Restart protocol, reversing hints and tips, basic incident processes and management, spectator safety control etc, etc and could be issued prior to a trial or on the day and then be taken away for reference in the future. Fell Side Auto Club publish both a Manual for marshals and also a manual for Section Controllers which contains substantially more information than the marshals manual. Whilst our Section Controllers manual is quite substantial and has increased in size due to the demands of the main land manager where the majority of our sections are based, the Forestry Enterprise not all it contains is required by other trials.

This booklet could be developed in conjunction with the ACTC and MCC.

See attachments:

Fell Side Auto Club Section Controllers Manual

Fell Side Auto Club Marshals Manual



Fell Side Auto Club Ltd

# **Northern Classic Trial**

22nd February 2020

## **Marshal's Manual**

**Please Take Time To Read And Understand These Instructions. If You Are Unsure Of Any Details, Ask Your Section Controller Or Any Other Trial Official**

**Doc Ref: MI\_FSAC\_NCT\_001**

### **Reporting Relationship**

The Clerk of Course for this event is XXXXXXXX (Cars) and XXXXXXXX (Bikes) The Chief Marshal/Opening Car is XXXXXXXX. The Section Controllers are responsible to the Clerk of the Course and Chief Marshal, and ALL marshals are responsible to their Section Controller.

### **Authority**

The Section Controller has authority over the affairs of the section, but subject to the instructions of the Clerk of the Course, the Chief Marshal or the civil authorities. In extreme circumstances the Section Controller has the authority to abandon the section. The Clerks of the Course will visit each section during the trial.

### **Forest Speed Limit**

Please be aware that the speed limit for all trials traffic, (marshals, officials and competitors), on main forest tracks is strictly 15mph. Any trials traffic seen to be exceeding this should be reported to a trial official immediately.

### **Personal Equipment**

Under no circumstances are open fires/camping fires or chain saws to be taken in and used within the forest.

### **Electric Motorcycle Information and Incident Advice**

Fell Side Auto Club are now accepting entries from electric motorcycles (ebikes) for this trial. As the risks associated with ebikes are not generally understood we will adopt an over cautious approach and reassess for future trials.

E bike batteries are robust and safe. However their high voltage contents are lethal so in the event of an incident please advise all trials officials as follows:

1. Do not touch a damaged ebike. Consult with the rider and if necessary summon the emergency services for safe recovery.
2. If the rider is conscious and evidently not being electrocuted offer assistance but do not touch the damaged bike.
3. If the rider is unconscious and touching the ebike, this is a VERY DANGEROUS SITUATION. If the rider has been electrocuted and you touch him/her you too could be

electrocuted so summon the emergency services BUT **do not touch the rider of the bike.**

Officials must not get involved with ebike battery changes. This must be completed by the competitor and/or their designated support person/s. FSAC do not view additional help to provide or change the battery as outside assistance.

## **USING A FIRE EXTINGUISHER**

### **The PASS Method**

- **P** Pull the pin on the extinguisher.
- **A** Aim the nozzle low toward the base of the fire.
- **S** Squeeze the handle to release the extinguishing agent.
- **S** Sweep the nozzle from side to side at the base of the flames until extinguished.

### **Spectators**

Section Controllers and Marshals should consider the safety of any spectators.

Please ensure the following:-

1. Do not allow spectators to stand directly behind a start line.
2. Do not allow spectators to stand directly behind a Restart line/box.
3. Do not allow spectators to stand very close to the outside of a bend.
4. Do not allow dogs to roam free.
5. Children should be kept under control.
6. Where a section drops away on one side, ensure spectators do not stand there.
7. Ensure spectators do not stand on a section when it is 'live'.
8. Media representatives should be treated as spectators.

### **Important Phone Numbers**

Your Section Controller has a full list of phone numbers for trials officials, Section Controllers and Hospitals.

### **Scorecards**

Scorecards must be filled in accurately and remain legible (soft



pencil is recommended) and when completed handed to your Section Controller for the Closing Car.

### **Running of the Section**

Competitors are **NOT** allowed to walk the course unless specified in the road book. Competitors must align at least one front wheel with the start line. As soon as you are sure the track is clear give the instruction "Go in your own time". They have only **ONE** attempt to drive the section from a standing start.

### **Passengers and 'Bouncing' (not applicable to bikes without sidecars)**

Must be in the normal seated position during the trial, they are allowed to bounce up and down but when down must be normally seated. They are allowed to sit in the back of cars with rear seats but not sit on rear bodywork or spare wheels. They cannot get out and push!! At least one passenger must be carried throughout the trial and the number of passengers must not be varied during the trial. If they don't comply with these rules score them a FAIL or 12 if your section is sub-divided. The specific Motor Sports Association Regulation 4.1.11 states ***'Bouncing' will be permitted only within the confines of the seating compartment and then only so long as no portion of either the drivers or passengers body, other than arms and hands, is placed outside of the car or behind the seat they are occupying'***

### **Types of Sections**

There are 3 kinds of sections on this trial, Not Sub Divided, Sub Divided and Observed Test. Your scorecard and instructions will show which applies:

**Not sub-divided** – competitors either score 6 for a FAIL or 0 for a clear.

Failure means either they were not able to leave the start line (please stop failures "digging holes" on start lines); or they rolled back; or stopped somewhere along the course. They are not allowed to stop and start again (except at a designated restart) or receive outside help (until they have failed), or leave and rejoin the course with all four wheels having been outside the track.

Clear means they cleared the finish line with no problems. There is **NO** penalty for hitting marker poles on the way up.

**Sub-divided** – there will be marker poles along the section and competitors receive the score they achieve, from 12 to 0. A score of 12 is given if they fail to leave the start line or do not pass the 12 marker. Other scores are determined by looking **UP** the hill – for example if one front wheel has passed the 5 marker the score is 4. The above rules for not sub-divided sections apply with regard to start, stopping, hitting poles etc. (Please Note: *this scoring system differs from that used by the Vintage Sports Car Club (VSCC) They mark sections 1 to 25 and score the marker that is passed by the car*)

### **Restarts**

If your section has a restart, the following is also applicable. Restarts will be identified by a line with an **R** board at each side of the section. The **R** board on the right hand side will include the colour identifications of the class group(s) required to do the restart.

1. Appoint a flag marshal stationed at the restart.
2. If Restart is only for certain classes make sure the flag marshal knows whether the approaching competitor should stop or not. Start line marshal needs to communicate this.
3. Flag marshal holds flag out horizontally if the approaching vehicle is to stop at the restart
4. The vehicle must come to a stop straddling the line. Slight sliding back can be allowed so long as it doesn't cross the line but the competitor must not deliberately reposition the vehicle.
5. 2 to 5 seconds after the vehicle has stopped, flag marshal lifts the flag in the air to indicate to the driver to restart
6. Competitor has a maximum of 10 seconds to get going without rolling back. More than 10 seconds is a FAIL
7. Allow for suspension settle but any significant "roll back" will constitute a FAIL – the matchbox test applies, i.e. if an imaginary matchbox behind the competitors rear wheel would get crushed, it's a FAIL. It is important to BE CONSISTENT
8. If the restart is on a sub-divide section – a FAIL is scored as the value of the next marker beyond where the vehicle's front wheels stopped.

If the restart is on a NOT Sub-divided section – a FAIL is scored as 6 points

**Timed Observed Test for Cars** - you will be provided with details of the observed test and you will require a stop-watch – please time to 0.1 of a second and record this on the scorecard. If a timed test is not carried out correctly mark FAIL on the scorecard. A FAIL will be recorded for:

1. Starting before the drop of a flag
2. Hitting a marker
3. Stopping other than as permitted or required in the Test Instructions
4. Over-running a line (unless the instruction is for “all wheels over the line”
5. Stopping short of a line
6. Being unable to complete the test as described.

## **Marshals Instructions for Bikes**

### **Types of Sections**

There are 3 kinds of sections on this trial for bikes. Not sub-divided, Sub-divided and Observed Test. The descriptions of these sections is exactly the same for bikes as detailed for cars previously.

### **Running of the Section for Bikes**

Competitors are **NOT** allowed to walk the section unless specified in the Road Book. Competitors must align the centre line of their front wheel with the Start Line. As soon as you are sure the section is clear give the instruction “Go in your own time”. They have only **ONE** attempt to ride the section from the standing start. Competitors are allowed to dab or foot (place one or two feet on the ground) within 3 metres of the Start Line. A discreet, small white post will be positioned on the right hand side of the section to judge this. Any competitor footing or dabbing outside this distance will be judged to have failed the section up to that point and will either be scored to the next numbered marker on a Sub-divided section or a 6 on a Not Sub-divided Section.

### **Restart**

If your section has a Restart for bikes it will be indicated with a Bike symbol fixed to the first marker post on the right hand side of the Restart box.

1. The competitor should drive forward so that the straddles the line. Slight sliding back is permissible as long as the front or rear wheel spindle doesn't cross the line. Repositioning is not allowed
2. The Restart marshal should drop the flag as soon as the competitor is stationary as bikes (especially pre65's) can easily slide back on slippery Restarts.
3. On the drop of the flag the competitor should proceed forward (no rolling back after the flag is dropped) and is allowed to foot or dab within 3 metres of the Restart line. A discreet small white post will be positioned on the right hand side of the section to judge this. It is important to be consistent with observations
4. If the Restart is on a Sub-divided Section a FAIL is scored as the value of the next marker beyond the Fail point. If the Restart is on a Not Sub-divided section a Fail is scored as 6.

### **Timed Observed Test for Bikes**

Competitors will be provided with the requirements for the Special Test. The instructions for running the Special Test are identical to those for Cars detailed previously *with this addition*. **Competitors are allowed to foot or dab throughout the Special Test.**

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### **CLASSES AND IDENTIFICATION COLOURS USED ON SECTIONS**

<b>Class Number</b>	<b>Colour</b>
OA, OB	Green
1 and 2	Blue
3, 4, 5 and Class 90	White
6 and 7	Yellow
8	Red
Motorcycles A, B1, B2, C, D & 0C	No Colour – Motorcycle symbol

The competitor's cars should also have the relevant coloured disk clearly visible.

### **Important Rules**

1. Comply fully with any instructions given by Forestry Enterprise employees on the day or any Forestry Enterprise signwork.
2. Safety is of the highest priority. Do not take risks.
3. If your section uses radio communication, ensure that instructions are communicated without confusion. For example it is better to say "Blocked" rather than "Not Clear" which may be confused with "Clear" in a noisy environment.
4. Know the section by fully walking it beforehand and what is expected of you and the competitors.

Be fair and consistent with all competitors even any awkward ones. You are Judge of Fact and are the responsible official on the section or test.

### **SMOKING**

Smoking is prohibited in forest areas during the trial. This applies to competitors, organisers and marshals and anyone found to be violating this rule should be politely asked to stop. If the offender is a competitor a report form should be completed giving the competitor's number and location of the incident and handed to the Closing Car.

### **Near Miss or Undesired Circumstance**

The organisers of this trial are keen to learn of any near miss or unplanned circumstance that didn't result in injury or ill health. This will enable them to identify anything that needs addressing before the next trial. If such occurs on your Section or Observed Test we would value you reporting it to your Section Controller to enable them to complete a Near Miss form.

## **Should ACTC join ACU as a non-territorial club?**

I have discussed this matter with ACU secretary Neil Doctor, and he does not see the structure of ACTC being a problem for their club registration. There are a number of pro's and con's to consider.

**PRO** A seat at the Non-Territorial Board Those Car clubs that are adding bikes to their entry portfolio but organize no other events no longer need to join ACU in their own right. ACTC can raise the permits they need on their behalf. Only one ACU club registration to fund A single point of contact for all ACU matters – such as scoring; tyres; outfit configuration. Closer liaison with ACU Trials & Motocross Committee AMCA clubs could use ACTC to raise ACU permits (this would only be significant if ACU were to recognise the ACTC Championship.) ACTC can issue codes for ACU Trials Registration

**CON** Some ACTC Clubs are part of AMCA Not fair on clubs that are and want to remain ACU in their own right. ACTC has to trust organisers to do things properly £50 joining fee £50 annual registration fee (compared to Motorsport UK at £78)

From the ACU website: Affiliation to the ACU as a Non-Territorial Club A Club Affiliation form should be completed and forwarded to the General Secretary at ACU Head Office, Wood Street, Rugby, Warks, CV21 2YX. In order to be considered for affiliation as a Non-Territorial Club, your club must meet the following requirements: • You must have at least 100 registered members resident in England and/or Wales. • You must operate on a non-regional basis. Non-Territorial clubs are normally the larger Road Racing clubs, which operate at several different circuits in England and Wales. A Non-Territorial Club is a Club, Association, Institution or other body or section of such a body connected with motorcycle sport having objectives, activities and membership which does not restrict it to Local Centre membership. <https://www.acu.org.uk/Uploaded/1/Documents/2020-Affiliation-Form-New.pdf>

Current Non-Territorial clubs include MCC; Morgan 3 Wheeler Club; TRF The current chairman of the Non-Territorial Board is Mike Tizard, an MCC regular

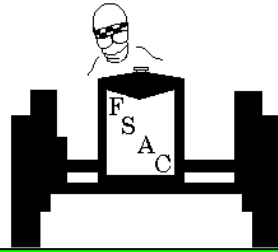
SIMON WOODALL

**Copy of Item 18 of the Minutes of the AGM held on Sunday 1<sup>st</sup> September 2019.**

**Discussion on the relaxation of the wheel and tyre regulations.**

This was proposed by Torbay MC. Given the inevitability that full-profile tyres will become more scarce and expensive in the future due to the lack of application on modern cars, there will come a time when lower profile tyres will need to be used for affordability and availability reasons. Should we therefore start to consider some relaxation of the wheel size rules to accommodate this?

A discussion followed where it was suggested that only wheels and tyres which will fit under standard wings and archways would be considered. It was also mentioned that under item T11.12 & T11.12.5, page 358 in the Blue Book, that tyres and wheels for trials (car trials) are more or less free, so the above proposal might bring classic trials more in line with this. It is suggested that if agreed this relaxation would apply to classes 1 – 7 & 90.



**Fell Side Auto Club Ltd**

# **Northern Classic Trial**

**Saturday 22nd February  
2020**

## **Section Controllers Manual**



**Doc Ref: SCH\_FSAC\_NCT\_001**



# Section Controllers Manual

## **ALL MARSHALS MUST KNOW THESE RULES**

### **Reporting Relationship**

The Clerks of Course for this event are XXXXXXXXXX(cars) and XXXXXXXXXX (bikes) The Chief Marshal/Opening Car is XXXXXXXX. The Section Controllers are responsible to the Clerks of the Course and Chief Marshal, and all marshals are responsible to their Section Controller.

### **Authority**

The Section Controller has authority over the affairs of the section, but subject to the instructions of the Clerks of the Course, the Chief Marshal or the civil authorities. In extreme circumstances the Section Controller has the authority to abandon the section. The Clerks of the Course will visit each section during the trial.

### **Section Preparation**

Your section should be ready a minimum of 20 minutes before the first competitor is estimated to arrive. A **Course Opening Car** will run approximately 20 minutes before the estimated time of arrival of the first competitor. They will deliver all other equipment required to run the section.

## **Safety Briefing to Marshals before Section is Opened**

- Have you and all marshals signed on the MUK signing on sheet?
- Check all marshals have high viz vests/jackets or issue them when received by Course Opening car.
- Have all marshals been issued with/have sight of reversing guide/score card laminated sheet.
- Reinforce that Reversing Guide instructions are adhered to by competitors where necessary.
- Incident procedure, reinforce the process with marshals.
- Reinforce that your own personal safety is a priority in an incident.
- Communication method on section. Decide on the most appropriate, eg; radio, whistle, arm/hand signal and terminology to be used.
- Reinforce, there is to be no use of chain saws and fires/open flames within the forest.
- Check and record which marshal has a mobile signal.

- All marshals must be vigilant with regard to dangerous driving and /or exceeding 15mph by any official or competitor.
- Explain the PASS method of using a fire extinguisher (see this manual)

### **Course Closing Car**

A back marker vehicle will close the event. Your marshals can then leave their post. Any competitor overtaken by this vehicle will be deemed to have retired. This closing car will collect:

- score sheets
- signing on sheets and all other section equipment inc radios, flags, reversing/scoring laminated sheets
- fire extinguisher
- first aid kit etc

Please get all this to them ASAP. They are on a tight schedule. Instruct your marshals to collect all section signage, markers etc.

### **Course Clean Up Car**

Once the closing car has closed your section please ask your marshals to collect all the numbered markers and other items of section furniture and take them to the place to the nominated pick up point for collection by the Course Clean Up vehicle. Remove from site any rubbish or debris from the immediate area before leaving. You and your team can then leave the forest/area by your original entry point.

### **Spectators**

Section Controllers and Marshals must consider the safety of any spectators. Please ensure the following:-

1. Do not allow spectators to stand directly behind a start line.
2. Do not allow spectators to stand directly behind a Restart line/box.
3. Do not allow spectators to stand close to the outside of a bend.
4. Do not allow dogs to roam free.
5. Children should be kept under control.
6. Where a section drops away on one side, ensure spectators do not stand there.
7. Ensure spectators do not stand on a section when it is 'live'.

8. Media representatives must be treated as spectators.

## **SMOKING**

Smoking is prohibited in forest areas during the trial. This applies to competitors, organisers and marshals and anyone found to be violating this rule should be politely asked to stop. If the offender is a competitor a report form should be completed giving the competitor's number and location of the incident and handed to the Closing Car.

## **Section Controllers and Marshals Personal Equipment**

Chain saws and wood burning stoves are not allowed on Forestry Enterprise land under any circumstances. Please ensure that your marshals understand this rule. Clean up all personal debris at the end of the competition.

## **Near Miss Form**

The organisers of this trial are keen to learn of any near miss or unplanned circumstance that didn't result in injury or ill health. If such occurs on your Section or Observed Test we would value you completing the Near Miss Report Form attached to the back of this Manual and handing to an event official. Alternatively please post back to the address on the form. It is by this method that we can identify any incident that may need rectifying before the next trial.

## **Inconsiderate Driving and/or Exceeding Forest Speed Limit**

Any marshal or Section Controller observing a driver driving in an inconsiderate manner or exceeding the forest speed limit (15mph) must be warned where possible and their competition number and/or registration number reported to the Clerk of the Course. This could lead to exclusion from the competition and a possible ban from subsequent Fell Side Auto Club trials.

## **ACCIDENT PROCEDURE.**

In the event of an accident the Section Controller must take control as follows:

1. If there are significant injuries phone 999 to contact the appropriate emergency services.
2. After phoning the emergency services ring the C o C and/or the CM and explain what has happened.
3. If a mobile phone signal is not available (2 above) send a marshal with the section map reference and/or what3words names (see lists in this manual and on your separate sheet) and a mobile phone to the nearest land line location, checking for a signal on the way.

At the scene of the accident:

1. Assess the situation and decide whether it is safe for your marshals to assist. If you are in any doubt, DO NOT put anyone in additional danger and wait for the emergency services. DO NOT work on the down side of a vehicle if it is on a hill.
2. If you judge it is safe to do so, approach the accident and if possible offer assistance to the competitor and/or passenger(s).
3. If the competitor and/or passenger(s) are conscious and mobile move them away from the incident.
4. If the competitor and/or passenger(s) are unconscious or unable to move leave them if it is safe to do so.
5. With a serious or life threatening accident do not move vehicles/ motorcycles or other objects that were part of the accident unless necessary. This includes event furniture, logs, debris etc. Take photographs but on no account give them to anyone apart from the Police.
6. Take names and addresses of anyone who witnessed the accident including marshals, competitors or any spectators.
7. Cordon off the area.
8. Only qualified medical personnel to move the casualty(s) unless they are in further danger.
9. Do not move the vehicle or motorcycle.

After the accident, complete an Accident Report using the attached form and hand it to the Closing vehicle or other event Official. Please ensure that anyone involved or associated with the accident makes no comment regarding any aspect of it to a member of the public or media. Any requests for comments or information should be directed to the Organising Team led by the Clerk of the Course.

## **Electric Motorcycle Information and Incident Advice**

Fell Side Auto Club are now accepting entries from electric motorcycles (ebikes) for this trial. As the risks associated with ebikes are not generally understood we will adopt an over cautious approach and reassess for future trials.

E bike batteries are robust and safe. However their high voltage contents are lethal so in the event of an incident please advise all trials officials as follows:

1. Do not touch a damaged ebike. Consult with the rider and if necessary summon the emergency services for safe recovery.
2. If the rider is conscious and evidently not being electrocuted offer assistance but do not touch the damaged bike.
3. If the rider is unconscious and touching the ebike, this is a **VERY DANGEROUS SITUATION**. If the rider has been electrocuted and you touch him/her you too could be electrocuted so summon the emergency services BUT **do not touch the rider of the bike**.

Officials must not get involved with ebike battery changes. This must be completed by the competitor and/or their designated support person/s. FSAC do not view additional help to provide or change the battery as outside assistance.

## **Land Line Locations if Mobile Phone Signal Not Available.**

For Sections; Watch Hill, Black Hole, Observed Test 1

Exit via Bridleway North gate

*Lakes Distillery*, 017687 88850, MR: NY19586 31998

*Higham Hall*, 017687 76276, MR: NY18494 31529

For Sandale, *private houses* at either end of the section or in the village.

For Carlislegate Lane, Solway View

*Farm or private houses* at lane end or in Boltongate.

For sections; Big Cockup, Kestrels Roost, Observed Test 2, Routen Romp, Ospreys Lair, Falcons Crest, Where Eagles Dare, Lothwaite Side

*Peil Wyke Forest Workshops*, MR: NY20444 30609

*The Pheasant Inn*, 017687 76234, MR: NY19974 30709

For Sections; Long Crag, The Grotto, Ladyside.

Exit via Hobcarton Forest Gate.

*Whinlatter Visitor Centre*. 017687 78469, MR: NY20818 24491

## **USING A FIRE EXTINGUISHER**

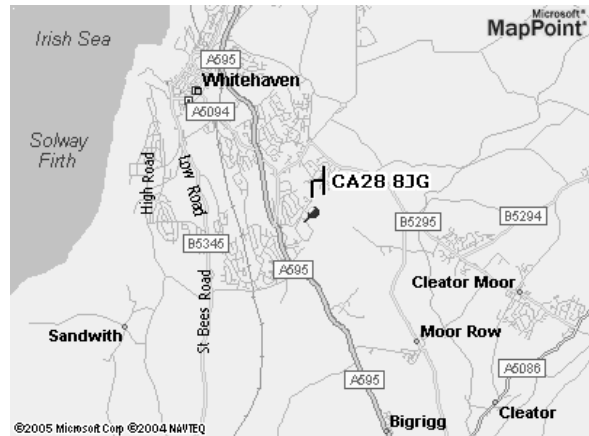
### **The PASS Method**

- **P** Pull the pin on the extinguisher.
- **A** Aim the nozzle low toward the base of the fire.
- **S** Squeeze the handle to release the extinguishing agent.
- **S** Sweep the nozzle from side to side at the base of the flames until extinguished.

## HOSPITALS with A & E facilities

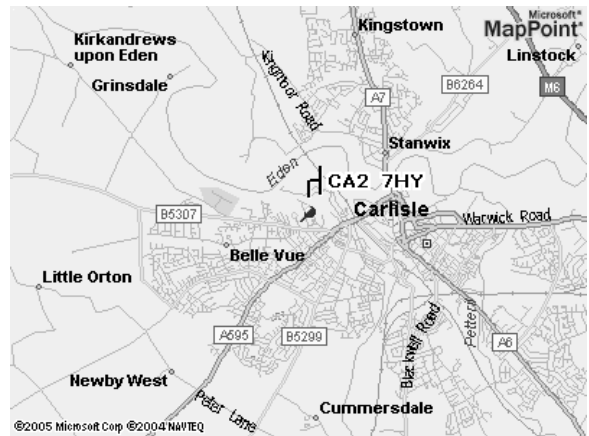
### West Cumberland Hospital

Homewood Road,  
Hensingham,  
Whitehaven  
CA28 8JG  
01946 693181



### Cumberland Infirmary

Newtown Road,  
Carlisle  
CA2 7HY  
01228 523444



## TELEPHONE NUMBERS, Officials

Clerk of the Course Cars  
Clerk of the Course Bikes  
Opening Car/Chief Marshal  
Safety Officer  
Closing Car  
Clean-up Car

XXXXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXXXX

Hopes Auction , Wigton

01697342520

Please make a note of any other mobile phones and contacts you need below:

## **Section Time Schedule**

<b>Section</b>	<b>Map Reference</b>	<b>Access from Road</b>	<b>First Competitor</b>
Hopes Auction Wigton Start	85/NY26676 47367	85/NY26676 47367	08:01
1 Carlislegate Lane	89/NY 23224 41003	89/NY 23224 41003	08:20
Observed Test 1	89/NY 15327 32383	89/NY 16279 32879	08:55
2 Watch Hill	89/NY 14898 32028	89/NY 16279 32879	09:05
3 Black Hole	89/NY 16193 31898	89/NY 16279 32879	09:15
4 Long Crag	89 NY 18839 23926	89/ NY 19172 24567	10:10
5 Grotto	89/NY 18649 24150	89/ NY 19172 24567	10:25
6 Ladyside	89/ NY 1820324195	89/ NY 19172 24567	10:40
7 Big Cockup	89/NY21288 27861	89/NY 21475 28251	11:23
8 Kestrels Roost	89/NY21376 27614	89/NY 21475 28251	11:38
9 Lothwaite Side	89/NY20967 29085	89/NY 21475 28251	12:03
10 Routen Romp	89/NY19773 30041	89/NY 21475 28251	12:18
11 Where Eagles Dare	89/NY20471 30181	89/NY 21475 28251	12:30
12 Falcons Crest	89/NY20358 30053	89/NY 21475 28251	12:45
13 Ospreys Lair	89/NY19952 30063	89/NY 21475 28251	13:00
Observed Test 2	89/NY20472 30513	89/NY20413 30613	13:20
14 Solway View	89/ NY 23816 41676	89/ NY 23915 42042	13:55
15 Sandale	89/ NY 24699 40436	89 NY 24636 40414	14:25
Hopes Auction Wigton Finish	85/NY26678 43366	85/NY26678 43366	15:00



## **what3words Section Address**

1 Carlislegate Lane start	swims.inovate.reward
Setmurthy North Gate	slugs.monkey.salad
Observed Test 1	rash.coconuts.rockets
2 Watch Hill start	hotspot.mission.breakaway
3 Black Hole start	prude.swept.dialects
Hobcarton Gate	automate.bothering.grinning
4 Long Crag start	glass.succumbs.bagels
5 Grotto start	topics.originals.sits
6 Ladyside start	churn.recitals.sobs
Beck Wythop Gate	ascendant.civil.marmalade
7 Big Cockup start	flipper.grape.september
8 Kestrels Roost start	grounding.goat.flying
9 Lothwaite Side	probably.case.investors
10 Routen Romp	shameless.returns.merey
11 Ospreys Lair	backwards.oaks.unzipped
12 Falcons Crest	mirroring.spurned.overpaid
13 Where Eagles Dare	horn.reprints.fidgeted
Observed Test 2	diary.spokes.capillary
14 Solway View	stage.fool.carriage
15 Sandale	replays.wriggled.wisdom

## **Scorecards**

Scorecards must be filled in accurately and remain legible (soft pencil is recommended) and when completed handed to the occupants of the closing car.

## **Running of the Section**

Competitors are **NOT** allowed to walk the course unless specified in the road book. Competitors must align at least one front wheel with the start line. As soon as you are sure the track is clear give the instruction "Go in your own time". They have only **ONE** attempt to drive the section from a standing start.

## **Passengers and 'Bouncing' (not applicable to bikes without sidecars)**

Must be in the normal seated position during the trial, they are allowed to bounce up and down but when down must be normally seated. They are allowed to sit in the back of cars with rear seats but not sit on rear bodywork or spare wheels. They cannot get out and push!! At least one passenger must be carried throughout the trial and the number of passengers must not be varied during the trial. If they don't comply with these rules score them a FAIL or 12 if your section is sub-divided. The specific MotorsportUK Regulation 4.1.11 states ***'Bouncing' will be permitted only within the confines of the seating compartment and then only so long as no portion of either the drivers or passengers body, other than arms and hands, are placed outside of the car or behind the seat they are occupying'***

## **Types of Sections for Cars and Bikes**

There are 3 kinds of sections on this trial, Not Sub Divided, Sub Divided and Observed Test. Your scorecard and instructions will show which applies:

**Not sub-divided** – competitors either score 6 for a FAIL or 0 for a clear.

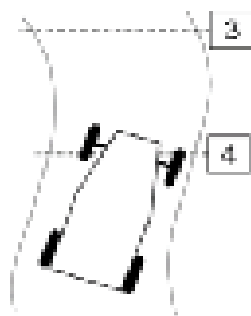
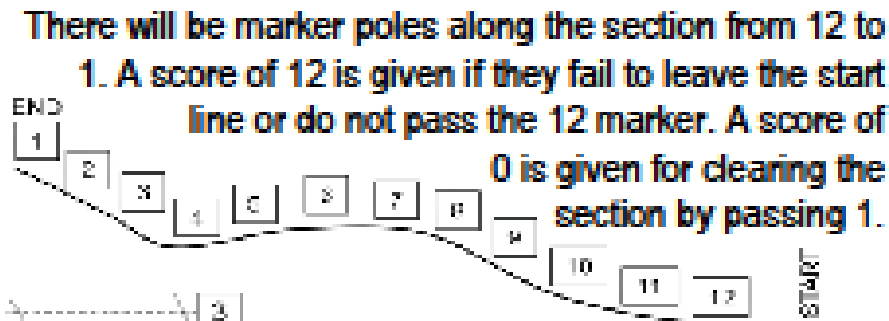
Failure means either they were not able to leave the start line (please stop failures "digging holes" on start lines); or they rolled back; or stopped somewhere along the course. They are not allowed to stop and start again (except at a designated restart) or receive outside help (until they have failed), or leave and rejoin the course with all four wheels having been outside the track.

Clear means they cleared the finish line with no problems. There is **NO** penalty for hitting marker poles on the way up.

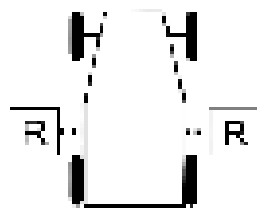
**Sub-divided** – there will be marker poles along the section and competitors receive the score they achieve, from 12 to 0. A score of 12 is given if they fail to leave the start line or do not pass the 12 marker. Other scores are determined by looking **UP** the hill – for example if one front wheel has passed the 5 marker the score is 4. The above rules for not sub-divided sections apply with regard to start, stopping, hitting poles etc. (Please Note: *this scoring system differs from that used by the Vintage Sports Car Club (VSCC) They mark sections 1 to 25 and score the marker that is passed by the car*)

**Observed Test Instructions** – see details on page14 for bikes and cars.

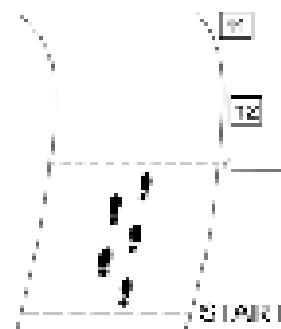
## Scoring Guide



Other scores are determined by looking UP the hill – for example if the centre of one front wheel has passed the 4 marker, the score is 3. This applies to both cars and bikes. A score is given as soon as the vehicle ceases to move forward. No stopping & starting allowed.



Some sections may feature a Restart. These require the vehicle to stop with the Restart line between the front and rear axles, then when signaled, start again without rolling back.



When setting off from the start line or Restart, riders may touch the ground with their feet, until they pass the white peg. After the peg, footing incurs a fail.

## **Restarts**

If your section has a restart, the following is also applicable. Restarts will be identified by a line with an **R** board at each side of the section.. The **R** board on the right hand side will include the colour identifications of the class group(s) required to do the restart.

1. Appoint a flag marshal stationed just above the restart.
2. If Restart is only for certain classes make sure the flag marshal knows whether the approaching competitor should stop or not. Start line marshal needs to communicate this.
3. Flag marshal holds flag out horizontally if the approaching vehicle is to stop at the restart
4. The vehicle must come to a halt straddling the line. Slight sliding back is allowed as long as the vehicle does not roll over the line. Repositioning is not allowed.
5. 2 to 5 seconds after the vehicle has stopped, flag marshal lifts the flag in the air to indicate to the driver to restart
6. Competitor has a maximum of 10 seconds to get going without rolling back. More than 10 seconds is a FAIL
7. Allow for suspension settle but any significant "roll back" will constitute a FAIL – the matchbox test applies, i.e. if an imaginary matchbox behind the competitors rear wheel would get crushed, it's a FAIL. It is important to BE CONSISTENT
8. If the restart is on a sub-divide section – a FAIL is scored as the value of the next marker beyond where the vehicle's front wheels stopped. If the restart is on a NOT Sub-divided section – a FAIL is scored as 6 points

## **Marshals Instructions for Bikes**

### **Running of the Section for Bikes**

Competitors are **NOT** allowed to walk the section unless specified in the Road Book. Competitors must align the centre line of their front wheel with the Start Line. As soon as you are sure the section is clear give the instruction "Go in your own time". They have only **ONE** attempt to ride the section from the standing start. Competitors are allowed to dab or foot (place one or two feet on the ground) within 3 metres of the Start Line. A discreet, small white post will be positioned on the right hand side of the section to judge this. Any competitor footing or dabbing outside this distance will be judged to have failed the section up to that point and will either be scored to the next numbered marker on a Sub-divided section or a 6 on a Not Sub-divided Section.

## **Restart for Bikes**

If your section has a Restart for bikes it will be indicated with a Bike symbol fixed to the marker post on the right hand side of the Restart line.

1. The competitor should drive up to the Restart and come to a halt straddling the line. Sliding back is permissible as long as the front or rear wheel spindle doesn't cross the line. Repositioning is not allowed.
2. The Restart marshal should drop the flag as soon as the competitor is stationary as bikes (especially pre65's) can easily slide back on slippery Restarts.
3. On the drop of the flag the competitor should proceed forward (no rolling back after the flag is dropped) and is allowed to foot or dab within 3 metres of the Restart box. A discreet small white post will be positioned on the right hand side of the section to judge this. It is important to be consistent with observations
4. If the Restart is on a Sub-divided Section a FAIL is scored as the value of the next marker beyond the Fail point. If the Restart is on a Not Sub-divided section a Fail is scored as 6.

**Timed Observed Test for Cars** - you will be provided with details of the observed test and you will require a stop-watch – please time to 0.1 of a second and record this on the scorecard. If a timed test is not carried out correctly mark FAIL on the scorecard. A FAIL will be recorded for:

1. Starting before the drop of a flag
2. Hitting a marker
3. Stopping other than as permitted or required in the Test Instructions
4. Over-running a line (unless the instruction is for "all wheels over the line")
5. Stopping short of a line
6. Being unable to complete the test as described.

## **Timed Observed Test for Bikes**

Competitors will be provided with the requirements for the Special Test. The route may differ for bikes from cars. The instructions for running the Special Test are identical to those for Cars detailed previously *with this addition*.

**Competitors are allowed to foot or dab throughout the Special Test.**

## **Important Rules**

1. Comply fully with any instructions given by Forestry Commission employees on the day or any Forestry Commission sign work.
2. Safety is of the highest priority. Do not take risks.
3. If your section uses radio communication, ensure that instructions are communicated without confusion. For example it is better to say "Blocked" rather than "Not Clear" which may be confused with "Clear" in a noisy environment.
4. Know the section by fully walking it beforehand and what is expected of you, your marshals and the competitors.
5. Be fair and consistent with all competitors even any awkward ones. You are Judge of Fact and are the responsible official on the section or test.

## **Things to bring with you**

1. A mobile phone, if you have one. (Please advise your number)
2. A heavy hammer
3. A Torch
4. Pen/Pencils
5. Warm clothing/suitable footwear (bright clothing/tabard)
6. Food and Hot Drinks
7. This Handbook
8. A clipboard

## **CLASSES AND COLOUR SECTIONS**

Please note that this event is organised using the standard MCC and ACTC colour category system on sections, start lines and restarts:

<b>Class Number</b>	<b>Colour</b>
OA, OB	Green
1 and 2	Blue
3, 4, 5 and Class 90	White
6 and 7	Yellow
8	Red
Motorcycles A, B1, B2, C, D & 0C	No Colour – Motorcycle symbol

The competitor's cars should have the relevant coloured disk clearly visible.

## **REFRESHMENTS**

Subject to fitting in with your time schedule, refreshments are available at the Start venue, The Stocksman, Hopes Auction Mart, Wigton from 7:00am. Food is also available from 4.00pm at the finish venue, also The Stocksman.

## **Copy of Reversing Guide Issued to All Car Competitors**

### **Reversing Guide for Car Competitors**

The organisers wish you an enjoyable and safe event. The following is advice and the primary responsibility for safety rests with the individual competitor. Do not attempt any section if any element of your braking system has become defective. Please follow marshal's instructions at all times.

The most dangerous time on sections is when reversing down, unavoidably the Northern trial has a number of sections where even successful competitors will be required to reverse down. If you stop on a section or need to reverse down from section ends:

1. Take your time, gather your thoughts
2. We advise that if safe and appropriate passengers should leave the vehicle and help guide the driver down.
3. Engage reverse gear and leave the engine running
4. Slow the car with the hand brake. Persuade yourself that the brake pedal has a large nail sticking out of it. Using this will lock the front wheels and disable the steering. Remember your brake lights will reveal to all your failure in this regard.
5. If the car is veering offline, stop and try and get straight by going forward.
6. If you feel you are gathering speed, switch off the engine and slow the vehicle by raising the clutch.



**In the event that you need to call one of the 999  
Emergency Services, Police, Fire, Ambulance**

1. Give them the relevant map reference and/or what3words Meeting Point address as below.
2. Assign a marshal from your Section team or other suitable person to travel to the Meeting Point.
3. Meet the emergency service at the Meeting Point and take them directly to the incident.

<b>Section Name and Meeting Point</b>	<b>Map Reference</b>	<b>what3words</b>
Carlisle Gate Lane/start	NY2322341001	realm.skewed.lends
Observed Test 1/Bridleway Gate	NY 16279 32879	slugs.monkey.salad
Watch Hill/Bridleway Gate	NY 16279 32879	slugs.monkey.salad
Black Hole/Bridleway Gate	NY 16279 32879	slugs.monkey.salad
Long Crag/Forest Entry Gate	NY 19172 24567	curly.jotting.rabble
Grotto/Forest Entry Gate	NY 19172 24567	curly.jotting.rabble
Ladyside/Forest Entry Gate	NY 19172 24567	curly.jotting.rabble
Big Cockup/Forest Entry Gate	NY 21475 28251	known.twinge.tortoises
Kestrels Roost/Forest Entry Gate	NY 21475 28251	known.twinge.tortoises
Observed Test 2/Peil Wyke Workshops	NY 20413 30613	update.highlight.refreshed
Routen Romp/Peil Wyke Workshops	NY 20413 30613	update.highlight.refreshed
Ospreys Lair/Peil Wyke Workshops	NY 20413 30613	update.highlight.refreshed
Falcons Crest/Peil Wyke Workshops	NY 20413 30613	update.highlight.refreshed
Where Eagles Dare/Peil Wyke Workshops	NY 20413 30613	update.highlight.refreshed
Lothwaite Side/Forest Entry Gate	NY 21475 28251	known.twinge.tortoises
Solway View/Start Line	NY23793 41651	crispier.poppy.debating
Sandale/Section End	NY24950 40444	spearhead.sofas.kicked

**FELL SIDE AUTO CLUB LTD  
NORTHERN CLASSIC TRIAL 22nd February 2020**

**SECTION CONTROLLERS ACCIDENT REPORT**

SECTION.....

SECTION CONTROLLER..... TEL No.....

Time of incident..... Car No.....

Driver..... Co-driver.....

Time of calling emergency services.....

Nature/description of Incident.....

.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....

Name and Address of Casualtie/s.....

.....  
.....

Name and Address of Witness/es.....

.....  
.....

How long was the section closed.....

Signed.....

**Fell Side Auto Club  
Northern Classic Trial  
NEAR MISS REPORT FORM**

To enable the organisers to monitor, learn from and correct any undesired circumstance or near miss which did not result in an injury, ill health or damage to property we would value this form being completed

**Reporters Name (please print).....**

**Your trials duty.....**

**Phone number.....**

**Location (eg section name, gate, etc).....**

**Time.....**

**What happened (include a drawing if necessary).....**

**Was any trials equipment involved? Please specify.....**

**Your suggested solution.....**

**Did you need to take any action following the near miss.....**

**Vehicle or bike involved inc number (if applicable).....**

**Other witnesses inc phone number/s.....**

**Weather conditions if applicable.....**

*Thank you for your help*

Please return with your score card or post to  
FSAC, 17 Windermere Road, Carlisle, CA2 5RB

**Doc Ref: NM\_FSAC\_NCT\_001**