

# ASSOCIATION OF CLASSIC TRIAL CLUBS

Minutes of the Annual General Meeting of the Association of Classic Trials Clubs held at Charterhouse Manor, Charterhouse, Blagdon, Avon on Sunday 5th September 1982.

PRESENT:	J. West	Chairman (Stroud & Dist.MCC)
	S. Woodall	Vice Chairman (VWOC)
	R. Andrews	Ross & District MSC
	H. Tucker-Peake	MCC
	A. Winter	Minehead MC
	M. Letchford	" "
	R. Moore	Launceston & N.Cornwall MC
	K. Green	VWOC
	A. Penhale	Holsworthy MC
	R. Penhale	" "
	J. Hayes	Bristol MC & LCC
	J. Cullimore	" "
	B. Cullimore	" "
	E. Wall	Stroud & District MC
	M. Halliday	Secretary

18. APOLOGIES FOR ABSENCE: Were received from V.S.C.C. and Maidstone and Mid-Kent M.C.
19. MINUTES OF PREVIOUS MEETING: Were duly passed by those present and signed by the Chairman.
20. MATTERS ARISING: The Secretary advised the Association had now joined the Byways and Bridleways Trust at an annual subscription of £5.00. Copies of the Trust's bulletin will be sent to delegates by the Secretary. (Minute 1982/16(b)). However clubs are still urged to join the Trust in their own right.
21. RECEIVE THE ACCOUNTS FOR YEAR ENDING 30.6.82: After the Treasurer explained the item for stationery included settlement of unpaid bills dating back to 1979 and 1980 it was proposed by Mr.Cullimore, seconded by Mr.Winter and agreed by all concerned the accounts should be adopted.
- Mr.Halliday confirmed there would be no need to increase the subscription for the year 1982/83.
22. ELECTION OF OFFICERS: The Secretary reported he had not received any nominations for any of the Association's officials. The following were proposed, seconded and elected unanimously:-

Chairman	J. West	Proposed	R. Moore
		Seconded	A. Winter
Vice Chairman	S. Woodall	Proposed	K. Green
		Seconded	J. Cullimore
Secretary	M. Halliday	Proposed	J. Cullimore
		Seconded	D. Andrews
Treasurer	M. Halliday	Proposed	S. Woodall
		Seconded	H. Tucker-Peake

23. PROPOSAL TO AMEND THE ASSOCIATION DATES MEETING FROM SEPTEMBER TO MAY (GENERAL RULE 9): The matter was discussed and all agreed it was more satisfactory to have the dates meeting earlier in the year. This gave time for any problems to be resolved. It was therefore proposed by J. Cullimore, seconded by E. Wall and agreed by all present that Rule 9 be amended accordingly.

24. POSSIBLE CHANGE IN RALLY AUTHORISATION: The Chairman had already circulated a discussion document produced by the Cotswold Motor Sport Group suggesting a two tier system of permits for RAC Clubs organising road rallies.

Much discussion followed but it was agreed the proposals are unlikely to be adopted by the RACMSA but if they were it would be necessary to ensure a trials representative was involved with any suggested system.

Generally provided clubs submitted their route for authorisation at the earliest possible moment there did not appear to be a great problem over route clashes. Bristol MC and LCC has had to move the date of one of their trials to allow a car rally to take place and the Secretary agreed to raise this point with Rally Authorisation Department if the club felt such action was necessary. Everyone thought Authorisation was on a "first come first served" basis.

25. RAC OPEN DAY: Mr. Halliday reported on the proceedings at the RAC Open Day when he put the Association's case for the banning of fiddle brakes (Minute 1982 (10) and clearer wording of the RACMSA Tyre Regulations (Minute 1982 (13)).

The RAC Trials and Autotest Committee were sympathetic to prohibiting the use of fiddle brakes but felt the existing tyre regulations were perfectly clear.

Mr. H. Tucker-Peake, the Association's representative on that Committee confirmed in the Committee meeting following the Open Day our views were upheld and Mr. West added the RAC would be amending the Classic Trials Regulations to prevent the use of fiddle brakes for 1984.

26. POSSIBLE CHANGES TO OBSERVED SECTION MARKING: Mr. West stated RACMSA has pointed out that there appears to be a difference in the method of marking in classic trials to sporting trials once the front wheels of a car were passed the section end board.

All present agreed they follow RACMSA wording in that once the front wheels are passed the section ends board the vehicle is considered to have left the section and if a marker is struck a penalty is not incurred.

The meeting was reminded that section markers should be on the right hand side of a section.

27. RACMSA OFFICIALS APPEAR TO BE GIVING THE IMPRESSION THAT CLASSIC TRIALS AND RALLIES ARE SIMILAR EVENTS: The Secretary read a letter he had received from Maidstone and Mid-Kent MC on the subject and showed the meeting copies of correspondence that had taken place between the RACMSA and the Kent Constabulary in connection with the 1982 Tyrwhitt

## Drake Trial.

All delegates stated they had come across the problem before but generally trials cause very little disturbance in comparison with rallies and it appears RACMSA has geared itself solely to deal with the organisation of rallies. A suggestion that the "Rally Liaison Officer" should be known as the "Motor Sport Liaison Officer" was not received with much favour, it being felt that as rallies cause most trouble the title points fairly to that branch of the sport and trials organisers should be able to deal with any problems as they arise. The necessity of full and proper PR work was emphasised to all delegates.

After much discussion the meeting felt that it would be better if trials maintained their low profile attitude with the RACMSA but requested the Secretary writes to the Press and Public Relations Executive at RACMSA requesting they take more care when describing trials to the general public.

28. PROPOSAL TO AMEND THE ENGINE MODIFICATIONS ALLOWED IN TECHNICAL REGULATION QK 2.4 (a) AND (b) TO A WORDING SIMILAR TO THE PCT FORMULA TECHNICAL REGULATION QK 3.4: Mr. Tucker-Peake stated some confusion had arisen between himself and the Secretary and the MCC had not wished to put forward a proposal on the subject. The Chairman withdrew the item from the agenda but asked for comments.

The MCC delegate stated his club is discussing the matter in broad terms but has not reached a firm conclusion. They feel cars are becoming too competitive on the basis:-

Larger engines	= more power
More power	= more ballast
More ballast	= more grip
More grip	= more difficult section

Sections are becoming very difficult to find.

The Chairman felt the matter is worth considering further and asked all delegates to refer the problem to their clubs for comment.

29. POSSIBLE REVISION IN CLASSES : Similar confusion had arisen between the MCC delegate and the Secretary and the item was withdrawn. However the MCC are now requiring large capacity rear engined cars to perform test times similar to that required by the "specials".
30. ACTC CLASSIC TRIALS CHAMPIONSHIP: Mr. Andrews reported that there still appeared to be little enthusiasm for a championship principally as it is difficult to produce a fair system.

After discussion it was agreed to defer the matter for the foreseeable future.

31. ANY OTHER BUSINESS:

a) The meeting were advised that HOLSWORTHY MC had joined the Association. Mr. Penhale explained they are considering organising a classic trial in the Barnstable area.

ANY OTHER BUSINESS (a) cont...

Association Delegate is:-

A. Penhale,  
The Barn, Heath Barton,  
Whitestone, Exeter, Devon.

Invitations should be sent to club secretary.

- b) Eric Wall's phone number is BRINSCOMBE 883921
- c) Simon Woodall's business phone number is 01-660-2444.
- d) Those present were told that there is a possibility the MCC may be deleting the words "previously listed" from their own tyre regulations although the matter was discussed at the previous Association meeting - Minute 1982 (13). Mr. Green stated this may cause considerable difficulty to competitors as the 1982 Year Book clearly states that certain tyres regularly used in trials will not be listed for 1983. Much general discussion on tyres followed including a suggestion that the Association produces it's own list of acceptable tyres. It was agreed this would be difficult to administer but those present felt there may be a case for allowing any tyre provided it complied with the RACMSA definition of highway pattern i.e. not an off the road or on-off road pattern, or a winter pattern.

NOTE: Secretary later informed MCC were modifying their wording to "previously listed in the 1981, 1982 and 1983 RACMSA Year Book".

- e) Minehead MC asked the meeting for their views on prohibiting inspection of observed sections. The general feeling was this is not in the spirit of trials but to keep events moving it was suggested clubs may adopt a regulation stating that vehicles must not be left without a driver.
- f) Mr. Woodall stated Mr. Long of the Chester MC had indicated he would not ask the Association to co-promote an event as competitors entering under the Association banner would not be able to produce an Association Club Membership Card. Mr. West stated competitors would be able to produce a Club Membership Card for a club within the Association and this will satisfy the RACMSA Regulations. Many racing clubs operate on a similar basis without problems.
- g) Mr. West stated both he and the Secretary have a list of old maps which may be of assistance in proving vehicular rights on highways in certain areas.

32. DATE OF NEXT MEETING: Sunday 8th May 1983. At 3 p.m.

CHARTERHOUSE MANOR, CHARTERHOUSE, BLAGDON, AVON.

There being no further business the meeting closed at 5.55p.m.

M. S. HALLIDAY  
SECRETARY