

ASSOCIATION OF CLASSIC TRIALS CLUBS

Minutes of the Meeting of the Association of Classic Trials Clubs held in the Kingston Room, Cadbury Country Club, Congresbury, near Bristol on Sunday, 13th May 1984.

PRESENT: J. West Chairman
S. Woodall Vice Chairman (VWOC)
B. Cope Championship Secretary
A. Penhale Holsworthy M.C.
E. Wall Stroud & District M.C.
W. Foreshew " " "
A. Cullimore Bristol M.C. & L.C.C.
B. Cullimore " " "
J. Hayes " " "
R. Hutchings Minehead M.C.
H. Tucker-Peake M.C.C.
R. Andrews Ross & District M.S.C.
C. Andrews " " "
K. Pettit Crane Valley M.C.
A. Curtis " " "
L. Knight S.O.D.C.
T. Goggin "
K. Green V.W.O.C.
R. Moore Launceston & N. Cornwall M.C.
A. Foster Acting Secretary

Prior to the commencement of the formal business of the meeting, those present stood in silent remembrance of their recently departed friend, John Walker.

27. WELCOME to NEW DELEGATES: on behalf of the Association, the Chairman warmly welcomed Keith Pettit and Andy Curtis, representing Crane Valley Motor Club.
28. APOLOGIES for ABSENCE: were received from Ken Buckle (Bristol M.C. & L.C.C. and Martin Halliday (Secretary/Treasurer).
29. MINUTES of PREVIOUS MEETING: these were duly passed by those present as a correct record and signed by the Chairman.
30. MATTERS ARISING: none.
31. FINANCIAL REPORT: in the absence of the Treasurer, the Chairman reported his understanding that the Association's current account stood at £9.11p; outstanding expenses totalled some £10; the next mailing would cost about £5 (copies to both Club Secretaries and ACTC representatives) and the cost of the venue for the present meeting was £15. Some disquiet was expressed that the Association's debts were being willingly subsidised by their officers in the short term. Unanimous support was given to the request for clubs to pay their £10 subscription promptly in July.

32. DATES for CLASSIC TRIALS

B.M. & L.C.C. confirmed Dec. 9th for the Allen

Dates for 1985/6 confirmed as follows:

January	11/12	M.C.C.	Exeter (Closed to Club)
	20	V.W.O.C.	Clee Hills
February	3	S.D.M.C.	Cotswold Clouds
	10	L. & N.C.M.C.	Launceston for Fulford Cup (Closed to Club)
	24	M.M.C.	Minehead
March	16/17	V.S.C.C.	Wessex (Closed to Club)
	x	V.W.O.C.	Weavers Down (Date depends on MOD)
April	5/6	M.C.C.	Land's End (Closed to Club)
	28	R. & D.M.S.C.	Kyrle
Sept.	22	H.M.C.	Taw Torridge
Oct.	5	M.C.C.	Edinburgh (Closed to Club)
	12/13	V.S.C.C.	Welsh (Closed to Club)
	20	L. & N.C.M.C.	Tamar
	26	S.D.M.C.	Ebworth
	27	M.M.C.	Exmoor Clouds
Nov.	9	V.S.C.C.	Lakeland (Closed to Club)
	16	S.O.D.C.	Derbyshire Conquest
Dec.	8	B.M.C. & L.C.C.	Allen

1986

January	10/11	M.C.C.	Exeter (Closed to Club)
	19	V.W.O.C.	Clee Hills
February	2	S. & D.M.C.	Cotswold Clouds
	9	L. & N.C.M.C.	Launceston for Fulford Cup
	23	M.M.C.	Minehead
March	15/16	V.W.O.C.	Weavers Down (Date depends on MOD)

N.B. V.W.O.C. Dewstone - to fit around other dates

B.M. & L.C.C. M/C trials - Millington Feb. 17th 1985

- Greenslade Sep. 8th 1985

Sep. 14th 1986

33. CHAMPIONSHIP REPORT

The Championship Secretary submitted a written report, a copy of which is appended to these minutes. The Chairman commented favourably about the manner in which the sport was represented in Four Wheels Out, and his comments were endorsed by Allin Penhale. Ways of improving the quality of reproduction of photographs were being examined.

33. contd.

The Championship Secretary reported on the Minehead Trial, held on February 26th, which had been observed for inclusion in the ACTC Championship in future years. The 14 section event received 26 entries, and was competently organised. The only major reservation reported by the Observers was the inevitable similarity between the two M.M.C. events held on Exmoor. This gave rise to a thorough debate on the desirability of extending the Championship, the risk of making too many trials 'top heavy', the reduction of opportunities for those starting in the sport and the maintenance of quality in the Championship. On being put as a substantive motion, it was by 6 votes to 3 with one abstention:

RESOLVED that in relation to one day Classic Reliability Trials, it shall be the normal practice of the Association to accept only one event per promoting club to be included in the annual Championship, (the nomination of the event to be a matter for that club) and that this be reviewed each year at the autumn meeting when the Championship calendar is agreed.

The Championship Secretary reported concern that the number of registered Championship contenders exceeded the entry limit on all events, and it was important to regular competitors that the problem was recognised by the Association. It was, nem con:

RESOLVED (i) that promoters of Classic Reliability Trials be invited to raise the entry limit to at least 70 whenever local conditions so allowed.

The response to the first year of the Association's Championship had been beyond all expectations, and in view of the entry limit on events the desirability of limiting the Championship to 100 contenders was discussed. On the casting vote of the Chairman, there being two abstentions, it was:

RESOLVED (ii) that at the present time no limit be placed on the numbers who wish to register for the Championship.

34. RULE 3 - COMPETITION MEMBERS

With 9 voting in favour and one abstention, it was:

RESOLVED that Rule 3 of the Association be amended by the addition of the following -

"Individuals, who must be members of a member club within the Association, may register as a "Competition Member" on the payment of a fee which is to be determined by the Council on an annual basis. A Competition Member will become a Registered Contender in the ACTC Classic Trials Championship and will be issued with a Membership Card. Competition Members are eligible to compete in any event promoted or co-promoted by ACTC or where ACTC is invited and listed in the S.R. Competition Members are not entitled to any voting rights".

The fee for 1985 will be £3.00.

35. CHAMPIONSHIP POINTS FOR OFFICIALS

The Chairman introduced this item for discussion, following informal debate within the sport. As with other amateur branches of motor sport, a number of regular competitors were also event organisers, or marshalled on occasions, and it was in the interests of the sport that such individuals were not put at a disadvantage vis-a-vis those regular competitors who did not contribute to event organisation and perhaps competed in all Championship rounds. The awarding of points to officials within agreed limits, would help to redress the balance. The situation was perhaps even more critical in M.C.C. events, where the awarding of Championship bonus points to competitors in all three events may be working in opposition to the club's policy of encouraging more members to officiate. Two other approaches to encouraging more competitors to become involved in event organisation would be to make officiating in at least one event per year a condition of registering as a Championship Contender; or requiring competitors to nominate in advance those events they wish to count for the purposes of Championship points.

The Championship Secretary considered that sufficient flexibility already existed by virtue of "the best 67%" rule. Others expressed concern at points being awarded by means other than in competition. Allin Penhale made the generous offer of presenting a Marshals Cup, in memory of John Walker, for points awarded for marshalling. Reference was also made to the practice of a free draw being arranged for marshals. It was, nem con:

RESOLVED that at the present time, no changes be made to the Championship scoring system.

36. ENCOURAGING TEAMS IN EVENTS

This item stemmed from concern by a group of competitors, who by virtue of entering in a particular event, what was seen as a highly competitive team, discouraged others from forming teams. Barbara Cullimore referred to the practice in motorcycle trials of offering free team entry. Richard Andrews suggested that membership of more than one team would also help to spread competitive crews within teams. Limiting the number of crews in each team from classes 5 and 6 in particular was also suggested. It was, nem con:

RESOLVED (i) that the suggestions above be commended to promoting clubs as methods of increasing the attraction of team entries, and

(ii) member clubs be invited to put forward proposals for a Team Championship in 1986, and an agenda item be included for the next meeting of the Council.

37. THE STATUS OF SPECIAL TESTS

With increasing competitiveness of both cars and crews, special tests appeared to many to be inevitably playing a more dominant role in events. Their exact status was thus important. In events where a standard was the basis of the trial e.g. M.C.C. events when competitors compete against the club rather than each other, there appeared to be little dissent amongst competitors that failure in a test should be equivalent to a fail on a section. In other types of trial, it was important to keep a balance, otherwise special tests assume an importance beyond the spirit of trials being "about climbing hills".

37. contd.

For example, a competitor who has cleaned all "proper" observed sections, but all others in the same class have not, but then fails on a special test is in effect penalised twice, by a fail and a poor tie deciding time. The counter argument was that tests have always been part and parcel of reliability trials, and their status should not be diminished to mere tie deciders. The informal view expressed by RAC MSA to a promoting club that timed tests other than as an observed section should be considered for insurance and permit purposes as an autotest was considered by most to be a misapplication. It was, nem con:

RESOLVED that promoting clubs be requested to consider carefully and make expressly clear in their Supplementary Regulations the status of and penalties for any special tests.

38. PRESSURISED GAS CONTAINERS

The increasing practice of competitors carrying pressurised gas cylinders for tyre inflation was discussed in depth. The Chairman tabled a possible code of practice for discussion, a copy of which is attached to these minutes. Robin Moor considered that the sport, yet again had turned full circle, the banning of competition tyres in 1937 creating a similar move as now to greater deflation of tyres, and thus the carrying of gasbottles for reflation. There appeared to be commercial regulations requiring gas bottles to be carried vertically in open vehicles (except brewery CO₂ bottles). On the other hand, Eric Wall reported that at least Gloucestershire police regarded the bottles when carried externally on cars to be contravening the law. Attention was drawn to the Fire and Tyre type of CO₂ cylinders, and a potentially dangerous incident on the Lands End. Richard Andrews expressed concern over the safety of externally mounted cylinders and the vulnerability of valves in the case of a road accident. The physical condition of cylinders, and the sources of gas, including compressed air was raised, as was the uncertainty of insurance cover for the carrying of cylinders. Tucker-Peake reported on his inspection on the Exeter Trial of the securing of cylinders, treating them in exactly the same manner as other forms of ballast. In view of the uncertainty surrounding the subject, it was nem con:

RESOLVED that the Chairman investigate the legal and safety aspects of the matter, and report to the next meeting.

39. ENFORCEMENT OF CURRENT REGULATIONS

- (i) Robin Moore expressed concern at the habits of some competitors on sections including smoking and eating sweets, but particularly passengers in older open cars sitting on the seat back. Although there was room for argument over the strict interpretation of L5.2.2 ("Passengers shall be properly seated"), most of those present considered this regulation can, and should be enforced as meaning sitting normally on the seat cushion; and bouncing to take place from this normal position (L5.2.12). There was a case for bringing these two regulations together.
- (ii) Attention was drawn to the 1984 change, Regulation QK.1.6 "Vehicles must meet SILENCING LEVELS QA.17.2". Strict interpretation meant that noise meter rests must now be carried out at the commencement of all trials. Regulation I2.5.23 (another 1984 change) also requires a further noise check to be made during the event by Driving Standards Observers, qualified by experience, or by Judges, using a meter.

(iii) The Chairman drew attention to the two year ban on the holding of a Competition Licence imposed by a recent RACMSA Tribunal on an entrant who had 'borrowed' a Road Licence disc from another car for an event. There was support for applying to events the normal 14 days grace accepted by the Vehicle Licencing Authority for renewals.

(iv) Whilst for MCC events there was support for the situation being self-regulating, for one day events it was generally felt that testing for free and uninterrupted differentials should be carried out at some stage in an event.

It was important that when rollers or similar devices are used that they are secured in position and the non driving wheels of the car are firmly blocked to prevent forward movement. However, the subject needed further consideration. It was, nem con:

RESOLVED (a) That the above matters be considered by promoting clubs and be given publicity in Four Wheels Out, with the object of ensuring improved marshalling and compliance with and enforcement of current regulations and

(b) That the testing of differentials be included on the agenda for the next meeting.

40. CHANGES IN THE 1984 RACMSA YEAR BOOK

In addition to the changes referred to in Minute 39, the Chairman drew the meetings attention particularly to the following:-

- (i) F11 to 115 - Judges of Fact: the regulations have been simplified. See also L5.5.1 for the appointment of Judges in Trials, L5.6.8 and L5.6.25.
- (ii) F12 to 12.3.2 - Driving Standard Observers: may be appointed in events held on the public highway, and two noise checks are required by I6.1.5. (This does not tie up with QK.1.6 which states in effect one check must be done by meter). See also L5.6.9 for the full duties of D.S.O.'s.
- (iii) L5.2.3 and 4 - Minimum age for front seat passenger has been clarified.
- (iv) L5.14.15 - The interpretation of having left a section is clarified.
- (v) M1.1.4 and 1.1.8 - Breach of regulations now includes abuse to officials or any act prejudicial to motor sport.
- (vi) QK.2.1 - addition of class 7 for pre 1941 vehicles.
- (vii) QK.2.5 - the banning of fiddle brakes.
- (viii) QK.2.7(b) - one size tyre width difference front/rear, but must not be smaller than standard.
- (ix) QK.2.8(d) - rear axle change now accepted for pre 1955 models.

41. RACMSA TRIALS AND AUTOTEST OPEN DAY

The Chairman reported that it was the intention that the Association would be represented but perhaps more importantly, also be represented at the Rally Open Day.

42. CLUB REPRESENTATION AT THE ACTC MEETINGS

Robin Moor offered that this should be deferred until the next meeting.

43. CLASS RUNNING ORDER IN CLASSIC TRIALS

Allin Penhale advised the meeting that the Holsworthy Taw Torridge Trial on September 23rd would experiment with classes running together in the order 6A, 6B, 5, 3, 4, 2, 7 and 1. The outcome would be reviewed.

44. SPORTS COUNCIL RESEARCH INTO NOISY SPORTS

Alan Foster reported that the Department of Town & Country Planning at Oxford Polytechnic had been awarded a research project into the demand and resource problems of motor sport in the countryside. Major fixed sites e.g. racing circuits, and road rallying had been excluded from the terms of reference and the emphasis was on club level activities and their needs. In consultation with the Chairman and Secretary, the Classic Trials case would be impressed upon the research team, in particular the need for the retention of vehicular rights of way and the lack of similarity with rallying.

45. LIST OF OLD HILLS

It was emphasised that in order to avoid public relations problems, great care should be exercised in the availability and publicity of this list. It was, nem con:

RESOLVED that the list of old hills be circulated to member clubs with these minutes.

46. ITEMS FOR NEXT MEETING

In addition to items mentioned above, Legality^o of Vehicles would be included on the next Agenda.

47. DATE AND VENUE OF NEXT MEETING

Sunday 30th September 1984
2.30pm at:- The Stag & Hounds, Churchill, Nr.Bristol
Map Reference 172-453603 on the A38

Alan Foster
Acting Secretary

NOTE

The following ACTC information bulletins are available from the Secretary.

1. Insurance for vehicles
2. Public Relations work
3. Old trials hills
4. Operation of ACTC

GENERAL

The launch of the Championship was announced in September 1983 and press releases appeared in selected motoring journals. A large number of enquiries was received and copies of the Regulations together with ACTC "Newsnotes" were dispatched in response. Care was taken to ensure that interested applicants realised that they had to be members of one of our member clubs. Interest in the Championship probably created around 20 new members for our member clubs.

Response to our initiative has been most encouraging. At the time of writing there are 90 registered contenders. Qualifying events have been very well supported with a full entry list in every case. This support must surely assist promoting clubs in their financial budgeting. During the year we were delighted to welcome Crane Valley MC to the Association and approaches have also been received from other interested clubs.

Events have been efficiently organised and deserve the support they sustain. The co-operation of event organisers with the writer in terms of providing information and responding to queries has been excellent.

The provision of self adhesive mailing lists, organisers guidelines etc by ACTC seems to have been warmly welcomed by event secretaries/clerks of courses.

For every qualifying event, reports have been received and questionnaires completed by appointed observers.

Their comments will be passed on in due course in the hope that they will assist in refining next years events.

The Championship received the approval of the RAC MSA in November 1983 following meetings and exchanges of correspondence. RAC MSA has made helpful suggestions for future years.

FINANCES

The finances of the Championship are established on a sound footing. Revenue consists of £270.00 from registered contenders plus £620.70 from donations. Clearly the successful foundation of the Championship would not have been possible without the generous support of individuals, companies and other organisations who came to our help. On your behalf, the writer wishes to record his grateful thanks.

AWARDS

The principal expenditure has been the purchase of awards and trophies which was completed before the season began. There are currently 15 trophies on offer (a photo appeared in Four Wheels Out in Dec. 1983) and all categories described in our Regulations are now catered for.

The possibility exists of engraving certain trophies as a tribute to individuals/organisations should any donor wish to create a token of gratitude. Of course, any offer of additional silverware would also be most welcome.

Plans are in hand to arrange an award presentation ceremony after the season ends. Details have not been finalised yet but the occasion will be a simple affair, devoid of pomp or circumstance.

FOUR WHEELS OUT

The co-operative venture with the Sporting Trials Association involving the publication of "Four Wheels Out" has also enjoyed success during this period. The willingness of contributors to prepare reports, submit photos and meet deadlines has been most encouraging.

Four Wheels Out is, of course, produced entirely by amateurs on a do-it-yourself basis. There have been technical hitches in the preparation of the copy for the early issues; the spelling and typing errors have often produced more amusement than the copy itself! Now that this writer is producing the typescript at least you will know who to blame. We would like to improve the quality of the photo-printing but the cost is beyond us at the present time.

We have no great pretensions for this magazine and recognise it's shortcomings but we are encouraged by the response the project has generated and gratified by the classic triallers subscriptions which are now about 100 per month. We feel we are meeting a need which is not serviced by others and we promise to get better as we improve!

THE 1985 CHAMPIONSHIP

The popularity of our Championship has created an increased demand for entries in qualifying rounds- - all of which have been oversubscribed to date. I would ask this Council to consider the suggestion:-
"that organisers of qualifying rounds in the future be asked to increase the number of permitted entries to cater for a minimum of 70 car competitors"

Subject to the wishes of this meeting I see no need for radical change to our current arrangements and I confirm that I am willing to continue them on the same basis -3- -for the very good reason that I enjoy it.

Brian Cox

allocation of classic trials clubs

please reply to:

FROM: CHAIRMAN - ACTC COUNCIL

TO: ALL ACTC COUNCIL DELEGATES

DATE: 14TH MAY 1984

Dear Delegate

Procedure in respect of Ammended Propositions at Council Meeting

In view of the confusion caused in respect of item number 6 on the Agenda of the Council Meeting on 13th May, whereby a Proposition was ammended and then voted upon, I see no reason why the normally accepted procedure should not be adopted by ACTC Council in dealing with such situations.

The Procedure should be as follows:

1. A Proposition is Proposed by one Club and Seconded by a different Club.
2. Any Ammendment similarly and properly Proposed and Seconded by different Clubs should be offered to the original Proposer and Seconder.
- 3.a.If they agree, the Proposition will become as ammended and voted upon, subject to the General Rules of the Association
- b.If they do not agree, the following sequence should be adopted.
4. Any Ammendments are taken in order, each being Proposed and Seconded by different Clubs (also different to those in 1 above and different to all other ammendments).
5. Each Ammendment is voted upon in order and each Club that is entitled to vote FOR or AGAINST that AMMENDMENT to the original proposition.
6. ANY SUCCESSFUL AMMENDMENT then becomes the SUBSTANTIVE PROPOSITION (which can be further ammended by subsequent ammendments). If no ammendment is successful the the original proposition is the substantive proposition.

7. Then, AND ONLY THEN, is the Substantive Proposition voted upon, subject to the General Rules of the Association.

Whilst I appreciate that formal propositions are rare and the main business of the Association is conducted through informal discussions.

I invite all Clubs to check the authenticity and practice of the above Procedure.

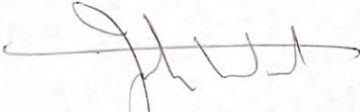
If a Club disagrees that the Procedure is correct, I appeal to that Club to place the item with the Secretary preferably supported by notes, for inclusion on the Agenda of the Meeting on 30th September. If no such item is placed upon the Agenda, I will assume that all Clubs accept the Procedure and that it is adhered to by myself as your Chairman and my successors.

May I take this opportunity to thank you for your co-operation at yesterday's Council meeting and hope that the new meeting arrangements will prevent items being held over to a subsequent meeting.

I look forward to seeing you all in September at the commencement of what promises to be a vintage season for classic trials. Have a good summer.

With best wishes.

Yours sincerely



JOHN WEST
Council Chairman