

# SUMMARY OF 'INFORMAL DRIVER'S MEETING'

CHAired BY MIKE HINDE ON MAY 14TH. 1986.

Representations from Camel Vale M.C.  
Holsworthy M.C.  
Newquay A.C.  
Silverton M.C.

## Classes

Mike Hinde asked if we would like to change the class structure for Classic Trials. He had the following suggestions:-

1. Incorporate Front Wheel Drive limited slip cars into Class 2.
2. Outlaw 'one-off' rear engine specials including such vehicles as space-frame buggies. He felt that they performed too well on sections i.e. 'unstoppable' and they were inherently unstable on the road and, therefore, were not safe enough. Recognised kit cars including fibre-glass beach-buggies would still be eligible but it would be up to the entrant to produce a company catalogue to prove there had been limited production.
3. 'Road-legalised' N.T.F. Cars should also be banned from Classic Trials.

There followed a lengthy discussion especially regarding Class 6.

The majority felt the Classes I - 5 inclusive should be left as they are, but it was suggested by several that F.W.D. L.S.D. cars should be placed in Class I and this class could be sub-divided for standard and L.S.D. gearboxes. The main opinion was F.W.D. L.S.D. is, at this stage, an 'unknown quantity'.

Regarding Class 6 there seemed to be many varied opinions on which cars should or should not be eligible but we all agreed that whatever was finally decided must present a clear and concise definition in the Blue Book.

## Tyre Pressures

Mike Hinde - 'It is illegal to run a car on the public highway with underinflated tyres, Reference QA9 Blue Book'. - If we do not enforce sensible tyre pressure limits now the R.A.C. may well take their own measures to make things legal and make us run on manufacturers standard pressures (e.g. 27 p.s.i. for Beetle rear tyres).

Mike Hinde - 'A major tyre manufacturer has told me at any pressure below 12 p.s.i. a tubeless tyre could come off the rim'.

Mike Hinde suggested the following tyre pressure limits for all classic sections which are on a public highway:-

F.W.D. Cars - 12 p.s.i.

All front engine R.W.D. Cars - 15 p.s.i.

All rear engine cars - 18 p.s.i.

Mike Hinde - 'With these limits it would still be possible for saloon cars to climb the "Sims" and "Litton Slacks" of our sport. On ordinary weight saloon cars 15 p.s.i. is the lowest pressure which can be run without sustaining sidewall damage, there are tyres being used at present on the road with cut and damaged sidewalls'.

Most people appeared to agree with the proposed limits although three of us wanted to enforce a single standard limit for all classes at 12 p.s.i. Although in general pre- and post-event chat there is always a strong anti-pressure limit lobby there was nobody voicing this opinion at this meeting.

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### Raised Suspension and Postive Camber

Mike Hinde suggested that a swing axle car when raised at the back produced extreme positive camber which made it unsafe to drive. He suggested cars should not be allowed to compete with such modified suspension.

Nothing was decided on this subject. Although we agreed a swing axle Beetle with raised suspension handles badly, it was felt many other cars that were raised did not handle very well.

### Ballast

Mike Hinde suggested that rear engine cars were designed to carry extra weight, i.e. luggage in the front, not overhanging out the back. He felt that by fitting extra spare wheels on the back the handling becomes unsafe. But in front engine cars it could be considered safe to add extra weight in the back as the original designers intention was to carry luggage in the back. Therefore, the suggestion was made to outlaw any ballast rearward of the centre-line of the rear axle on rear engine cars only.

It was unanimously decided by ourselves to leave the rulings on ballast as they were at present, especially in view of the difficult task it would set the event scrutineers.

### Passengers

Mike Hinde suggested we should definitely not let passengers sit on the rear shelf of a shortened wheel base buggy. He also suggested it was perhaps time for us to be wearing seat belts whilst going up a section and we keep the front seat occupied at all times.

Most of us felt the present 'correctly seated' rule was sufficient.

### The R.A.C. Championship

Mike Hinde stated the R.A.C. Championship would not include 'bonus rounds' (unlike the A.C.T.C. including M.C.C. events). He feels this is most undemocratic, i.e. forcing people to join another motor club to run in a closed to club event in order to stand a chance of winning. He would like to see the R.A.C. Championship run in parallel with the A.C.T.C. Championship. He feels the R.A.C. Championship could well, in future, become a true national competition incorporating events in Wales and perhaps Scotland.

In order to become a round of the R.A.C. Championship the event organisers must run the entry in class order and determine the overall winner by index of performance.

Mike Hinde - 'There are many other clubs running or wanting to run Classic Trials who are not even members of the A.C.T.C. Why are people trying to stop an R.A.C. Championship?'

It was felt generally that the two Championships could be run in harmony with each other and event organisers should consider, if necessary, accepting their trials as joint qualifying rounds.