

ASSOCIATION OF CLASSIC TRIALS CLUBS

Minutes of the General Meeting of the Council of the Association of Classic Trials Clubs held at the Bung Inn, Redhill, Wrington, Avon on Sunday 18th May.

PRESENT:	W.G.A.Penhale	Chairman
	S.Woodall	Vice Chairman
	J.West	Secretary
	A.Foster	Treasurer
	M.Halliday	Rights of Way Officer
	B.Cope	Shenstone & D.C.C.
	M.Chatwin	Shenstone & D.C.C.
	J.Wood	Holsworthy M.C.
	R.Pole	Holsworthy M.C.
	H.Viertel	Camel Vale M.C.
	P.Allen	Camel Vale M.C.
	R.Moore	Launceston & N.Cornwall M.C.
	K.Buckle	Bristol M.C. & L.C.C.
	J.Hayes	Bristol M.C. & L.C.C.
	A.Webb	Woolbridge M.C.
	S.Webb	Woolbridge M.C.
	E.Wall	Stroud & D.M.C.
	E.Hayward	Stroud & D.M.C.
	B.Mitchell	Silverton M.C.
	H.W.Tucker-Peake	M.C.C.
	L.Knight	S.O.D.C.
	T.Goggin	S.O.D.C.
	M.Neal	Bognor Regis M.C.
	L.Neal	Bognor Regis M.C.
	R.Penhale	V.W.O.C.
	L.Woodward	Minehead M.C.
	R.Andrews	Ross & D.M.S.C.
	N.Forrest	Ross & D.M.S.C.
	H.Crutchley	M.G. Octagon C.C.
	D.Barber	M.G. Octagon C.C.

86/1 APOLOGIES FOR ABSENCE were received from K.Petit (Crane Valley M.C.).

86/2 MINUTES OF THE LAST MEETING were duly passed by those present as a correct record and signed by the Chairman.

86/3 MATTERS ARISING.

- a. The Treasurer has received a letter of thanks from Adrian Tucker-Peake for the donation from the Association and its member clubs towards the cost of the John Tucker-Peake memorial seat at Darracott (Minute 97). ACTC contribution was noted at £26.

86/4 FINANCIAL REPORT

The Treasurer reported that the current account stood at £169.71 and that the financial standing of the Association was good.

86/5 PUBLIC LIABILITY INSURANCE  
In view of the change of status of the Association with the RAC MSA from "Recognised Club" to "Association", it was Proposed by Stroud & D.M.C. and Seconded by S.O.D.C. and carried unanimously that the policy was no longer needed with no direct liability in individual events.

86/6 FINANCIAL RESOLUTION  
The following Resolution was Proposed by Launceston & N.Cornwall and Seconded by Holsworthy M.C. and carried unanimously:-

- "1. The Association authorises Midland Bank plc:
  - a. to honour all cheques and other orders or instructions authorising payment signed on behalf of the Association by any two of the persons holding the position for the time being of Chairman, Treasurer and Secretary ("the signatory") whether any account of the Association is in credit or debit;
  - b. to deliver up any item held by the Bank on behalf of the Association in safe custody or for any other purpose against the written receipt or instructions of the signatory; and
  - c. to accept from the signatory any other instructions with regard to any account in the Association's name.
2. The Association agrees that any indebtedness or liability incurred to the Bank under this authority shall in the absence of any express written agreement by the Bank to the contrary be due and payable on demand.
3. The Treasurer shall as and when necessary supply to the Bank list/s of current officers authorised to sign with specimen signatures and the Bank may rely upon such lists signed by the Chairman and the Secretary."

86/7 DATES FOR CLASSIC TRIALS IN 1987  
See attached schedule. (Calendar 1987).

86/8 CLASS 7 WORKING GROUP REPORT (Minute 94a)  
R.Moore and J.Hayes reported that they were preparing a questionnaire to be sent to all known competitors with an interest in Class 7 (pre 1941 vehicles). The questions would include the following items:- cut off date, tyres, body, chassis, classes, modifications, inspection of cars (certification), types of trial, spirit of the regulations, and a space for a free response. The Working Group were hoping for a Return at the end of July 1986 with a view towards reporting at the September meeting and implementation in 1988.  
The Working Group appealed for names and addresses of all interested Class 7 competitors. M.C.C. and the Championship organisers felt they could be of special help here.  
ACTION: Working Group, S.Woodall, H.W.Tucker-Peake and all delegates.

It was agreed that the Association would fund this exercise. It was also noted that the pre 1941 Class should be renumbered to Class 2 in order to fit in with ACTC Team Formula and to assist in general organisation in the future. This item can be dealt with as part of the current debate on a Revised Class Structure.



TYRE PRESSURE WORKING GROUP REPORT (Minute 94b)

A.Foster gave a full report of the Tyre Session at Catswood Farm, near Stroud, and the Association's thanks are recorded to Eric Wall (Stroud & D.M.C.) for arranging the venue.

In summary: Conditions were not favourable with the "sections" drying up during the day. Higher pressures than frequently currently used were providing an adequate degree of grip. Skill would be needed by the Clerks of the Course in setting any limits taking into account the terrain, conditions and specifications of the competing vehicles. Clearly bigger engines would compensate for addition of extra ballast that might be used if tyre pressure limits were imposed.

Generally the findings were inconclusive although, generally 12 p.s.i. seemed to be the critical pressure ON THAT DAY AND UNDER THE PREVAILING CONDITIONS.

It was agreed that more experimentation was required on actual events eg as happened on the Lands End Trial and Ebworth Trial.

R.Moore noted that suspension settings were yet another variable. H.W.Tucker-Peake stated that the imposition of tyre pressure limits would open up a lot of hills that are currently considered to be too easy - whole new areas of the country could become "trials territory". He also reminded the meeting that blanket limits of 12 p.s.i - 15 p.s.i. were imposed before 1952. B.Cope had strong reservations about minimum limits particularly if one class were discriminated against and the problem of policing the limits.

R.Penhale reminded the meeting that the Clerk of the Course already has the power to impose minimum limits when he feels he needs it. He noted the Clerk of the Course would be judged by the number of his entries the following year.

A.Penhale noted the greater possibility of tyre sidewall damage with the ultra low pressures currently being used.

R.Moore noted that minimum limits would help to keep a trial moving by reducing delay due to reinflation at the summit. He felt that a universal "No Inspection" rule would also achieve the same objective. A.Penhale noted the need to inspect Wolfscote on the last Edinburgh Trial, apart from the interest in watching other competitors attempts on a section.

The Secretary noted that the motor cycle competitors do not inspect sections and consequently cause very little delay which was endorsed by B.Cope who felt that a "No Inspection" rule was much easier to police than a "Minimum Tyre Pressure Limit" regulation.

CAR CLASSES AND TECHNICAL REGULATIONS

The Report had already been circulated of the meeting of the ACTC Officers and the Chairman and the Secretary of the MCC at Tetsworth, Oxon, on 8th March 1986.

It was reported that the Car Classification proposals were similar to the current proposals of the MCC Executive Committee and widely circulated amongst the sport.

The Secretary outlined the timetable envisaged by the Officers to finalise Council proposals at the September meeting to go to the RAC MSA Autotests & Trials Committee on 23rd September with a view to implementation 1st January 1988 under the RAC MSA Stability Rules.

The proposals for Car Classification submitted by M.Hinde, who is Chairman of the RAC Working Group on Classic Trials, were circulated as was a report of the informal drivers meeting called by Mike Hinde.

It was universally agreed that rear engine specials needed to be removed from the current Class 6B.

R.Penhale and H.Viertal had strong reservations that both production (as defined) and modified cars could compete in the same Class 5 under the ACTC Officers' Working Group proposals, although currently only 1 or 2 such modified cars compete at present. Would it effectively invite the owners of large engine VWs to excessively modify them with a detriment to the PR effect on the sport?

Should there be an Eligibility Committee? What role would it have? What technical back up would there be? How long would certification last? Indeed, is the sport becoming too competitive with over complicated regulations?

Should the 998cc Imp be classified with smaller engine versions? Is the Proposed Class 5 too messy? Should kit cars run in Class 5? Are kit cars currently frightened off the current Class 6B?

It was agreed that kit cars need to be defined and each model run to agreed specification if they were to run in a class other than the specials class. The Vice Chairman having done the bulk of the existing research in this area, offered to lay down a proposal for "Limited Production Cars" that would encompass kit cars. Should the ACTC and RAC MSA hold kit car specification sheets as do the 750 M.C. in their racing championship and for certain cars that compete in PCTs?

Both the Chairman and Secretary outlined the events leading up to the formation of the RAC Working Group reporting to the Autotests & Trials Committee and an outline of the proceedings so far. It was noted that the main reason for its formation had been to evaluate the feasibility of an RAC MSA Classic Trials Championship, although the major issues have now centred on Classes and Technical Regulations.

Delegates expressed their dissatisfaction that Mike Hinde was attempting, through the RAC MSA, to impose his own ideas anent Classes and Technical Regulations on classic trials with little reference to the organising clubs and the sport in general. Delegates deplored that Mike Hinde had no idea of how the Association democratically operated and was attempting, for whatever reason, to bypass the Association in updating the RAC MSA regulations that



govern classic trials and in which process the Association has traditionally played the major part.

Finally, in view of the wide debate into Classes and Technical Regulations, both in Association Council and the clubs, the Chairman appealed to delegates to discuss these matters widely in their clubs with a view to formulating FINAL PROPOSALS at the September meeting to go before the RAC MSC Autotests & Trials Committee on 23rd September.

ACTION: All Officers and delegates.

86/11

REPORT OF THE OFFICERS MEETING ON 8th MARCH TO CONSIDER THE  
RELATIONSHIP OF THE ASSOCIATION WITH THE RAC MSA

The report had already been circulated of the Officers meeting on 8th March 1986 at Tetsworth, Oxon.

The Secretary outlined the history of the situation leading up to the meeting.

Currently, the main causes of Council dissatisfaction are outlined as:-

a.The Association has been refused a third Council nominated Representative to the Autotest & Trials Committee to supplement H.W.Tucker-Peake and J.West.

b.The Association has been advised that Mike Hinde IS a classic trials member of the Autotests & Trials Committee.

c.The Application to the RAC MSA for "National" status has been rejected.

In view of item c, B.Cope suggested that the use of the title "English" in the Association Championship Title would not infringe the RAC MSA Regulations and would adequately reflect the nature of the Championship. (Although a few miles of Wales are included!)

86/12

NO CONFIDENCE RESOLUTION

"This Association has no confidence in the ability of the RAC Motor Sports Association and its Autotests & Trials Committee to safeguard the future welfare of the sport of classic trialling."

Proposed: Shenstone & D.C.C. Seconded: V.W.O.C.

B.Cope read his recent article headed "Time for a Change" published in "4 Wheels Out" and circulated as a background paper with the Agenda.

After debate the Chairman called for a Vote to be conducted. Subsequent to a request from Shenstone, a secret ballot was conducted. The results were

FOR : 2 Clubs

AGAINST : 10 Clubs

ABSTENTION : 2 Clubs

The following motion was proposed by Launceston & N.Cornwall and Seconded by Bristol.

"ACTC wish to make the strongest protest over the way in which the RAC MSA have ignored our reasonable requests of having a democratic representation on the Committees that deal with Classic Trialling. We urgently seek a solution to the anomaly and demand a meeting at the earliest opportunity with the Chief Executive of the RAC MSA."

An Amendment was Proposed by Shenstone & Seconded by V.W.O.C. delete "Chief Executive of the RAC MSA" and replace with "President of the RAC British Motor Sports Council" was lost.

The original motion was put to the vote:-

FOR : 12 Clubs  
AGAINST : Nil  
ABSTENTION : 2 Clubs

It was Proposed by Bristol and seconded by Holsworthy that the Delegation to the Chief Executive of the RAC MSA shall be the Association Officers.

FOR : 12 Clubs  
AGAINST : Nil  
ABSTENTION : 2 Clubs

86/13

#### RIGHTS OF WAY OFFICER'S REPORT

M.Halliday gave a comprehensive report of the current situation and negotiations between the RAC MSA and other Rights of Way Users concerning legislative change required to allow the use of Footpaths and Bridleways by special stage rallies.(See previously circulated reports.)

A Vote of Thanks was Proposed by Roger Pole (Holsworthy) and unanimously supported to Martin Halliday for the vast amount of work he has conducted in order to act as a consultant to the RAC MSA and especially to protect the interests of classic trials in any future legislative changes on behalf of the Association.

It was noted that, in order to avoid causing any possible conflict with other Rights of Way Users in this especially sensitive time, that Warning Signs advising that a Classic Trial was taking place (NOT A SPECIAL STAGE RALLY!) should be in place where a section is on a Right of Way.

It may be possible for the Association to provide such signs.

ACTION: Rights of Way Officer and Woolbridge M.C.

86/14

#### CLASSIC TRIALS CHAMPIONSHIP

a. See enclosed Report. (Up to the Resignation of B.Cope as Championship Secretary.)

A Vote of Thanks to Brian Cope for his vast amount of effort in respect of establishing the Championship as an outstanding success was Proposed by Roger Pole(Holsworthy) and carried unanimously.

#### b.Election of Championship Secretary

Simon Woodall. Proposed by Bristol, Seconded by Stroud was carried unanimously.



The Championship Secretary appealed for help from all clubs to provide information etc in order to allow the championship to continue to run smoothly.

c. It was noted that in 1985

- 9 Championship Contenders competed in 6 or more events
- 12 Championship Contenders competed in 5 or more events
- 90 Championship Contenders competed in 4 or more events

The Championship Secretary gave a warning that the RAC MSA may attempt to exert more control over the trials if an RAC MSA Championship is established as this would take precedence over the Association Championship.

86/15

MAILING OF SR's ETC TO MEMBER CLUBS FOR RESTRICTED TRIALS

Subsequent to a request from the MCC that non championship contenders were unaware of the dates and secretaries of the major trials to which all members of Association Member Clubs are eligible to compete (with RAC MSA Competition Licence), the following action was agreed:-  
a. Delegates should publish the Calendar in their Club Magazines  
b. Competition Secretaries of all Member Clubs would be added to the Association Mailing List on the computer. Hence all clubs would automatically receive SR's for Restricted Trials.

ACTION: CHAMPIONSHIP SECRETARY AND ALL DELEGATES

86/16

DEFINITION OF A CLASSIC TRIAL (Minute 92)

Two further papers had been received from Minehead M.C. and Bristol M.C. & L.C.C. and had been circulated.

Council agreed to defer any further debate until time so allows.

86/17

COMMERCIAL VEHICLES IN CLASSIC TRIALS

The RAC MSA Regulation QA 19(h) is in need of revision (for all forms of motor sport). Council agreed to leave this item to the Secretary to deal with in RAC MSC Autotests & Trials Committee.

ACTION: SECRETARY

86/18

COMPETITORS' MEDICAL DECLARATION

Council agreed that the Secretary pursue the concerns on the Medical Declaration expected to be made by competitors when applying for a Competition Licence.

ACTION: SECRETARY

86/19

ANY OTHER BUSINESS

a. Application for Association membership.  
MG Octagon C.C.  
Proposed by Shenstone & Seconded by MCC.  
Carried with 1 Club Against.

MG C.C.

Proposed by Bristol & Seconded by S.O.D.C.  
Carried with 1 Club Against.

Both Clubs are cordially welcomed to Association Membership.

b.The Secretary appealed for the Return of ALL Completed Delegate/Dates forms to him A.S.A.P.

c.The Secretary asked Council to consider an extra meeting mid season in view of the large amount of current business.

d.It was hoped that the association would be represented at the RAC MSC Rallies Open Day.

e.DATE CHANGE for 1986 ALLEN TRIAL(Bristol M.C.& L.C.C.) 30th November 1986.

86/20 DATE, TIME & PLACE OF NEXT MEETING  
Sunday 7th September 1986 at the Bung Inn, Redhill, Wrington, Avon,  
Map Reference 172/513640 commencing at 14.30. This meeting is the  
Annual General Meeting.

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PUBLICITY FOR CLUB NEWS AND FOUR WHEELS OUT

1. John Tucker-Peake Memorial Seat.
2. Class 7 (Pre 1941) Questionaire.
3. Car Classes & Technical Regulations.
4. Votes of Thanks to Martin Halliday & Brian Cope.
5. Simon Woodall - New Championship Secretary.
6. Date Change - Allen Trial 1986.
7. Calendar for 1987.