

ASSOCIATION OF CLASSIC TRIALS CLUBS

Minutes of the Annual General Meeting of the Association of Classic Trials Clubs held at the Bung Inn, Redhill, Wrington, Avon on Sunday 7th September 1986

PRESENT:	W.G.A.Penhale	Chairman
	S.Woodall	Vice Chairman & Championship Secretary
	J.West	Secretary
	A.Foster	Treasurer
	R.Pole	Holsworthy M.C.
	H.Viertel	Camel Vale M.C.
	P.Allen	Camel Vale M.C.
	B.Cope	Shenstone & D.C.C.
	R.Penhale	V.W.O.C.
	M.Furse	M.C.C.
	H.Tucker-Peake	M.C.C.
	E.Hayward	Stroud & D.M.C.
	E.Wall	Stroud & D.M.C.
	K.Buckle	Bristol M.C. & L.C.C.
	J.Hayes	Bristol M.C. & L.C.C.
	R.Moore	Launceston & N.Cornwall M.C.
	H.Crutchley	MG Octagon C.C.
	D.Barber	MG Octagon C.C.
	A.Curtis	Crane Valley M.C.
	K.Pettit	Crane Valley M.C.
	N.Forrest	Ross & D.M.S.C.
	M.Linwood	M.G.C.C.
	A.Grassam	M.G.C.C.
	C.Belton	RAC MSA

86/21. Before commencing the meeting the Chairman specially welcomed Christopher Belton from the RAC MSA.

The Secretary also announced that Bognor Regis M.C. had resigned their membership of the Association as there seemed to be no prospect of them organising a classic trial in the foreseeable future. Bognor Regis M.C. had pledged full support of the aims of ACTC and were willing to assist wherever possible.

86/22. APOLOGIES FOR ABSENCE were received from J.Wood (Holsworthy M.C.) and from L.Knight and T.Goggin (S.O.D.C.).

86/23. MINUTES OF THE LAST MEETING were ammended in that "scored points" replaced "competed in" Minute 86/14. The Minutes were then duly passed by those present as a correct record and signed by the Chairman.

86/24. MATTERS ARISING

- a. Bristol M.C. & L.C.C. requested that the Definition of a Classic Trial (Minute 86/16) appear on the Agenda of the next meeting.

- b. The M.C.C. requested that the Minutes be published earlier. The Secretary said he would endeavour to achieve this although in a busy time, as at present, this had to take a low priority.

86/25. THE ACCOUNTS FOR THE YEAR ENDING 30th JUNE 1986 were Adopted. Proposed by Holsworthy M.C. Seconded by Shenstone & D.C.C. and carried unanimously.

86/26. ELECTION OF OFFICERS

- |    |                        |               |  |
|----|------------------------|---------------|--|
| a. | Chairman               | W.G.A.Penhale | Proposed by Launceston & N.C.M.C.<br>Seconded by Holsworthy M.C.<br>Carried unanimously. |
| b. | Vice Chairman          | S.Woodall     | Proposed by Bristol M.C. & L.C.C.<br>Seconded by Stroud & D.M.C.<br>Carried unanimously. |
| c. | Secretary              | J.West        | Proposed by V.W.O.C.<br>Seconded by Holsworthy M.C.<br>Carried unanimously.              |
| d. | Treasurer              | A.Foster      | Proposed by M.C.C.<br>Seconded by Stroud & D.M.C.<br>Carried unanimously.                |
| e. | Championship Secretary | S.Woodall     | Proposed by Shenstone & D.C.C.<br>Seconded by Crane Valley M.C.<br>Carried unanimously.  |

With no more than one nominee for each position a Secret Ballot was not necessary under Rule 8 of the Rules of the Association.

Delegates were reminded that Martin Halliday is the Council Appointed (1/9/85) Rights of Way Officer for the Association.

- f. Election of RAC MSC Autotests & Trials Committee Nominee.  
The Chairman was Proposed by M.C.C. Seconded by Launceston & N.C.M.C. and Carried Unanimously.

ACTION: SECRETARY

86/27. REPORT OF OFFICERS' MEETING WITH PETER COOPER, CHIEF EXECUTIVE RAC MSA ON 4th JUNE 1986 AND THE PROCEEDINGS OF THE RAC MSC CLASSIC TRIALS WORKING GROUP ON THE SAME DAY.

The Secretary reminded Council that he had given a written report to the clubs in his June letter.

From the Working Group, it was noted that if an RAC MSA Classic Trials Championship is established, it would not commence before 1988 at the earliest. It had yet to be established whether the clubs were in favour of such a championship as only two clubs (one being a non ACTC member) had expressed an interest so far.

The requirement in respect of independant return springs for each throttle to be introduced in 1987 was considered to be contentious in respect of Class 7 (pre 1941 Production Cars). The Class 7 Working Group would consider this point in making their recommendations to Council in due course.



Whilst the ballast regulation was being ammended in 1987 to encompass QK 3.3(b) in respect of safety and PR image, it was stressed by the Secretary that it was still intended to allow freedom for bumpers to be removed on any car in the new regulation. The Secretary was currently liasing with C.Belton over this issue.

ACTION: CLASS 7 WORKING GROUP & SECRETARY

86/28. REVIEW OF RESULTS OF RESEARCH CONCERNING SWING AXLE CARS AND POSITIVE CAMBER ANGLE

Council were referred to S.Woodall's paper on this subject. The Secretary outlined the current situation with regards to the proposed new regulation and that the RAC MSC Autotests & Trials Committee were awaiting Council's recommendation. Many arguments were put against any limitation on positive camber angle. Essentially such a regulation was considered to be unenforceable and that the police had raised no objections under the RTA Construction & Use Regulations.

Both Chairman and Secretary reminded Council that organisers already have the power to exclude cars for reasons of safety, PR or general unsuitability for classic trials. The Chairman had stressed this point in his letter to the RAC MSA.

H.W.Tucker-Peake noted that there were other cars other than VW on which positive camber angle was an issue in this respect eg Skoda.

The following Resolution was Proposed by Shenstone & D.C.C. and Seconded by M.C.C. and carried unanimously:

"In view of the research undertaken under the auspices of ACTC, this Association has concluded that monitoring of camber angles is unpolicable and in the absence of evidence to show that safety is decreased, therefore recommends that there should be no limitations to the camber angle of competing vehicles and wishes to draw attention to the provisions of Ll.8.8 which we already enforce."

ACTION: SECRETARY

86/29. REVISED CLASS STRUCTURE

Subsequent to debate at the last meeting (Minute 86/10), RAC MSC Autotests & Trials Committee were expecting Council to finalise proposals for a Revised Class Structure effective from 1st January 1988.

R.Penhale gave a synopsis of the problems that afflict the current Class Structure and some problems that could occur if the Recommendations of the ACTC/MCC Working Group were implemented in full eg Competitors of large rear engine cars were encouraged to modify their cars in respect of bodywork with the associated negative impact on PR image of the sport. V.W.O.C. felt that kit cars should run in a seperate class.

R.Moore considered the Technical Panel to be a sensible idea especially to list vehicles within classes.

A.Foster reminded Council that the ACTC/MCC Working Group made its

recommendations by placing together cars of similar trials performance potential. Whether kit cars and large rear engine saloons should be classified together did appear to be contentious.

B.Cope questioned the need to reduce the number of classes in view of the larger number of entries attracted to classic trials.

R.Moore questioned whether the appearance of NTF cars and rear engine frame specials were appropriate in classic trials.

J.Hayes considered the PR aspects of including such cars in classic trials. This was reinforced by N.Forrest and H.W.Tucker-Peake.

R.Moore also commented on the adverse PR effect of crash helmets worn by some specials crews.

The Secretary reminded Council that the RAC MSC Autotests & Trials Committee were expecting ACTC to place some limitations on the construction of specials.

R.Penhale countered by stating that history had shown that so far "super competitive" cars tended to move away from the sport after a run of trials success.

J.Hayes reminded Council that "Wacky Racers" should be excluded under L.1.8.8 by trials organisers rather than lay down limits in QK2 at the current time.

The Vice Chairman noted that this action was necessarily subjective and therefore undesirable. He considered there was little evidence of PR problems with "FRAME space specials".

The Secretary noted that there is a minimum size of a vehicle in the QA regulations.

K.Green rather philosophically noted that yesterday's strange cars are today's classics!

After considerable debate and in view of the possibility of organisers utilising the "category system" in their trials and to take account of the ACTC Star System for team composition, the following classes were proposed in increasing order of considered class trials performance potential.

- CLASS 1 Front engine, front wheel drive production cars (except vehicles in Class 6)
- CLASS 2 Production cars built prior to 1941 (This class is subject to review pending the Report of the ACTC pre 1941 Working Group with regards for implementation in 1989)
- CLASS 3 Front engine, rear wheel drive production saloons (except vehicles in Class 6)
- CLASS 4 Rear engine, rear wheel drive production saloons up to and including 1300 cc (except vehicles in Class 7)
- CLASS 5 Front engine production sports cars (except vehicles in Classes 1 and 6)



- CLASS 6    a.    Rear engine, rear wheel drive production cars (except vehicles in Class 4)  
              b.    Front engine production cars fitted with torque biasing differentials as original or optional equipment
- CLASS 7    a.    Production cars modified beyond permitted limits as specified in QK2  
              b.    Rear engine production cars fitted with torque biasing differentials as original or optional equipment  
              c.    Front engine, Limited Production Cars conforming to accepted specification which  
                       (i) have the rearmost part of the front seat cushion(s) forward of any part of the rear tyres and/or  
                       (ii) have a wheelbase of 90 inches or greater
- CLASS 8    a.    Non production cars  
              b.    Rear engine Limited Production Cars  
              c.    Front engine Limited Production Cars which  
                       (i) have the rearmost part of the front seat cushion(s) rearward of any part of the rear tyres and  
                       (ii) have a wheelbase less than 90 inches

The term "Saloon" includes the body type "Estate", "Hatchback" and "Convertible".

(It is noted that numerical ammendments will be required to QK2 to encompass the regulations within the aforementioned Class Structure).

The Revised Class Structure was Proposed by V.W.O.C. and Seconded by Camel Vale M.C. On a vote, 11 Clubs were in favour with 1 Club against and no abstentions.

Council also agreed that no limitation on the construction of specials be recommended to the RAC MSC Autotests & Trials Committee.

ACTION: SECRETARY.

#### 86/30    THE DEFINITION OF A LIMITED PRODUCTION CAR

Council's attention was drawn to Simon Woodall's paper on this subject which included a proposed definition of a "Limited Production Car" for inclusion in the QK2 formula and the establishment of a Technical Panel. After debate the following definition was adopted for transmission to RAC MSC Autotests & Trials Committee on a Proposition by V.W.O.C. and Seconded by Shenstone & D.C.C. with 10 Clubs in favour, none against, with one abstention:

#### DEFINITION OF A "LIMITED PRODUCTION CAR" TO BE INCLUDED IN QK 2.1

- a.    A vehicle, which may or may not comply with the definition of a

volume production car, for which a manufacturer's catalogue is or has been available and is sold primarily for home construction. At least five similar examples should exist, owned by persons in no way related to the manufacturer or competitor and be in regular use for a purpose other than the sport of classic trials.

- b. Limited Production Cars are required to comply with all QK2 regulations with the exception of QK2.4 and QK2.8.

In order to give guidance to trials organisers and scrutineers it was Proposed by Shenstone & D.C.C. and Seconded by Stroud & D.M.C. and carried unanimously that a Technical Panel consisting of:-

The Chairman of ACTC

The Secretary of ACTC

The Chairman of MCC Car regulations Sub Committee

The Championship Secretary of ACTC

be established. Specific vehicles would be classified by the Technical Panel.

ACTION: SECRETARY

86/31 REPORT OF THE CLASS 7 (PRE 1941) WORKING GROUP

The Working Group reported that their questionnaire (Minute 86/8) had produced a vast return especially in the Free Response section which will require further time to process. It seemed that few competitors wanted a large degree of change to existing regulations. The Working Group would take note of this meeting's proceedings and together with the results of their research would hope to lay down proposals for the next meeting.

ACTION: CLASS 7 (PRE 1941) WORKING GROUP

86/32 RIGHTS OF WAY

The Secretary reported that Martin Halliday had done an enormous amount of work to protect and promote classic trials interests in all negotiations both within the RAC MSA and with external bodies that will lead to new organisational regulations in respect of Rights of Way on motor sporting events. There will be a new section on Rights of Way in the Organisational Requirements for Classic Trials in the 1987 RAC MSA Regulations that will reflect the current practices of member clubs in this respect.

ACTION: ALL DELEGATES

86/33 ACTC CHAMPIONSHIP

- a. The Championship Secretary presented the Accounts for the Championship.
- b. There were currently 119 Championship Contenders with still more registering.
- c. The Championship secretary circulated an "Invitation Procedure" to delegates concerning the procedure to be followed in respect of Restricted events to which the

Association is invited.

- d. It was noted that Torbay M.C. would be promoting a classic trial on 13th December 1987 and intend to apply for Association membership in due course.
- e. It was decided to await further developments, especially in respect of the proposed RAC MSA British Classic Trials Championship, before considering whether to resubmit an application for National Status for the Championship. In the meantime, Council felt that it was essential to maintain the current high quality of the events.

ACTION: ALL DELEGATES

86/34

PROPAGANDA COMPETITION LICENCE

In order to encourage new entrants into classic trials, it was Proposed by Bristol M.C. & L.C.C., Seconded by Holsworthy M.C. that the RAC MSA be asked to adopt the ACU scheme whereby one event per club per year could be used as a "propaganda" event where full competition licencing would not be a requirement for newcomers.

9 Clubs in Favour. None Against. 3 Clubs abstaining.

ACTION: SECRETARY

86/35

DATE, TIME AND PLACE OF NEXT MEETING

Sunday 7th December 1986 commencing 14.15 at the Bung Inn, Redhill, Wrington, Avon. Map reference 172/513640.

John West.  
3 Chipping Close,  
Symn Lane,  
Wotton-under-Edge,  
Gloucestershire,  
GL12 7BB.

PUBLICITY FOR CLUB NEWS AND FOUR WHEELS OUT

- 1. Election of Officers.
- 2. Technical Resolutions. (RAC MSC Working Group)
- 3. Proposals for Revised Class Structure etc.
- 4. Rights of Way.