

DIRECTORY

June 24 1983

**THE**  
**Q E T E**  
**CLASSIC TRIALS**  
**CHAMPIONSHIP**

ASSOCIATION OF  
CLASSIC TRIALS CLUBS

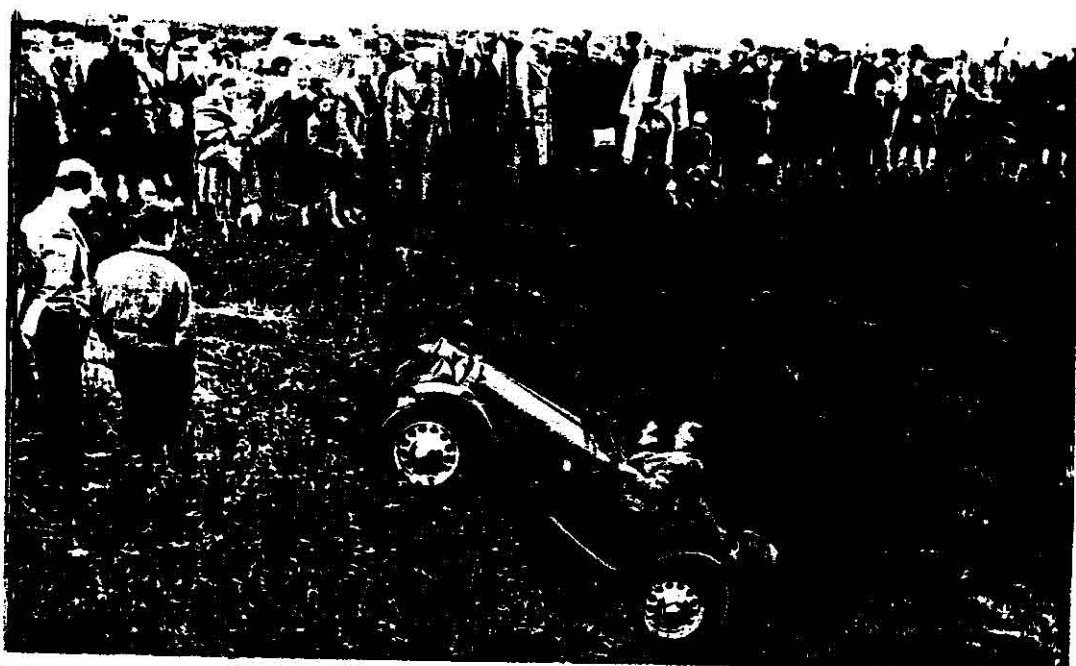




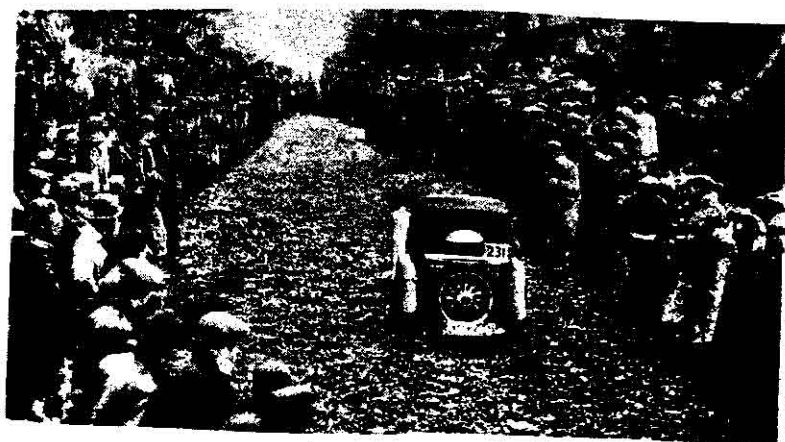
# The Spirit of Motoring

*from Yesteryear*

*Doble's J2 MG Midget raises the dust  
on the 1934 Welsh Trial.*



*1948—W. A. Goodall and T. Hall climbing Section 2 during the  
Sheffield and Hallamshire High Peak Trial.*



*A huge crowd of on-lookers watch this ascent  
on the loose stoney  
surface of Beggars Roost  
on Exmoor in 1934.*

## THE ASSOCIATION OF CLASSIC TRIALS CLUBS

is a non-profit making voluntary body whose purpose is to promote motor sport competitions which perpetuate the amateur spirit of yesteryear. It was formed in 1979 and is fully recognised by the RAC Motor Sports Association.

The Association (ACTC) currently consists of the following motoring organisations.

The MCC	The Vintage Sports Car Club
Stroud & District M C Ltd	Ross & Dist. Motorsports Club
Launceston & N. Cornwall M C	Volkswagen Owners Club of G.B.
Minehead Motor Club	Holsworthy Motor Club
Bristol M C & L C C	Sporting Owner Drivers Club

all of which are recognised by the Royal Automobile Club and the Federation Internationale de l'Automobile. Each of these clubs appoints two delegates to the Council of ACTC which meets at regular intervals. At the Annual General Meeting of ACTC, the delegates elect its officers which are currently

<u>Chairman</u>	<u>Vice-Chairman</u>	<u>Secretary-Treasurer</u>
John West	Simon Woodall	Martin Halliday
3 Chipping Close	The Chimneys	Goldfinch Cottage
Symn Lane	Frith Common	Sedgwick Lane
WOTTON UNDER EDGE	NR. TENBURY WELLS	Sedgwick
Glos	Worce	HORSHAM
		West Sussex

The Secretary of the Championship, to whom enquiries should be addressed, is

C Brian Cope  
58 Four Oaks Road  
SUTTON COLDFIELD  
West Midlands  
B74 2XX  
Telephone 021 - 308 - 0509

The Association promotes the ACTC Classic Trials Championship and this Directory gives details of these events and their organisation. Classic Trials originated in the early years of this century and are widely recognised as the oldest and friendliest form of motor sporting competition and appeal to sporting motorists of all ages. The main purpose of these events is to determine the ability of cars and competitors to climb hills, cross difficult terrain and complete performance tests. Racing or rallying of any nature on public roads is specifically prohibited.

TABLE 1

ACTC CLASSIC TRIALS CHAMPIONSHIP 1984

<u>DATE</u>	<u>EVENT</u>	<u>CLUB</u>	<u>STATUS</u>
Jan. 6/7 22	Exeter Trial Clee Hills Trial	MCC VWOC	B.R. Q.R.
Feb. 5	Cotswold Clouds	Stroud & Dist. MC	Q.R.
Mar. 4	Tyrwhitt Drake	Maidstone & Mid-Kent MC	Q.R.
Apr. 20/21	Lands End Trial	MCC	B.R.
May 6	Kyrle Trophy Trial	Ross & Dist. MC	Q.R.
Oct. 6 21 28	Edinburgh Trial Exmoor Clouds Tamar Trial	MCC Minehead MC Launceston & N.C. MC	B.R. Q.R. Q.R.
Nov. 4	Derbyshire Conquest	SODC	Q.R.
Dec. 2	Allen Trial	Bristol M C & LCC	Q.R.

B.R. = bonus round

Q.R. = qualifying round

Subject to alteration. Any amendments will be published in ACTC Results Sheet and "Four Wheels Out".

## ACTC CLASSIC TRIALS CHAMPIONSHIP RULES AND REGULATIONS

ACTC

Minute No

- 1 The ACTC Classic Trials Championship runs from January 1st to December 31st of each year. Details of the qualifying events and bonus rounds are shown in Table 1 but the list is subject to alterations or deletions at the discretion of ACTC. Amendments, if any, will be published in the motoring press.
- 2 The dates on which these events are held in any particular year are agreed by the Council of ACTC during the previous year. These dates are notified to the RAC Motor Sports Association and may not be changed without the prior written approval of both ACTC and the RAC MSA.
- 3 Additional events may be added to the Championship calendar but ACTC may require them to be observed by a nominated person and a written report recommending inclusion in the Championship approved by ACTC Council. ACTC aims to enhance the standard of organisation of Classic Trials and guidance on the features which ACTC considers desirable is detailed in the Checklist and Observers Report found later in this Directory.
- 4 To enter the Championship, the Application Form must be completed and sent, together with the appropriate fee, to the official whose name and address is specified on the form.
- 5 Championship contenders must be current members of one of the member clubs of the Association of Classic Trials Clubs and declare this membership on the ACTC Championship Application Form. Confirmation of registration will be acknowledged by the issue of a Registration Card which bears a Registration Number and date of receipt by the official. This card must be produced on request at each qualifying event.
- 6 Championship contenders may choose which events to enter. It is not necessary to advise ACTC of the meetings selected but Championship Entry must be signified on the Club Entry forms for each event in order that points can be recorded.
- 7 ACTC will issue to Event Secretaries a mailing list of Registered Contenders with a request that Entry Forms and Regulations should be sent to those listed. However, it is the responsibility of Registered Contenders to obtain such regulations for qualifying events. Acceptance of an entry in a qualifying event is a matter for decision by the promoting club(s).
- 8 All qualifying events must comply with General Competition Rules of the RAC Motor Sports Association and the International Sporting Code of The Federation Internationale de l'Automobile.
- 9 All vehicles used in the Championship must comply with the latest edition of the RAC Motor Sports Association Technical Regulations.
- 10 ACTC is opposed to sponsorships of competitors and prohibits the use of advertising decals and commercial displays on competing vehicles. Scrutineers are instructed not to allow vehicles displaying any such material to compete in ACTC Championship events.

10 continued ...

Furthermore, any Registered Contender who benefits in any financial manner (i.e. by receiving cash) by way of sponsorship as a result of her/her participation in these events from any commercial firm, business or enterprise, will forfeit any awards presented by ACTC and future entries to ACTC Championship will be denied.

AWARDS AND SCORING SYSTEM

- 11 ACTC desires to promote participation in its Classic Trials Championship by a wide range of motor cars, particularly those produced in years gone by. The aim is to arrange circumstances so that such vehicles may compete on equal terms with their more modern counterparts.
- 12 The scoring system for each event shall comply with RAC Motor Sports Association General Regulations for Classic Reliability Trials. It should be noted that Index of Performance is not employed in these Championships. In cases where an organising club employs such an index to allocate its awards, the index will be discounted and Championship points allocated on a points lost basis.
- 13 In order to encourage the participation of as wide a variety of vehicles as possible, vehicles will be allocated into classes and competitors will be awarded points in two parallel award tables (called leagues) as follows.

THE WHEELSPIN TROPHY LEAGUE

Points are awarded for the contender's overall position in qualifying events.

Ten points for 1st pos. overall  
Nine " " 2nd " "  
Eight " " 3rd " "  
down to  
One " " 10th " "

THE CRACKINGTON CUP LEAGUE

Points are awarded for the contender's position within their class in qualifying events.

Ten points plus decimal factor  
for 1st pos. in class or higher  
award.  
Nine " " " "  
for 2nd pos. in " " "  
Eight " " " "  
for 3rd " " " "  
down to  
One " " " " "

The decimal factor provides some compensation for the different sizes of classes and is calculated as follows.  
Dec. factor = 1.0 for 10 or more starters in class  
0.9 for 9 starters/Class  
0.8 for 8 " "  
down to  
0.1 for 1 " "

- 13.1 Throughout the Championship season, a contender's best results from 66% (rounded up) of qualifying events will score.
- 13.2 The historic Classic Reliability Trials, the Exeter Trial, the Lands End Trial and the Edinburgh Trial organised by the MCC constitute Bonus Rounds in the Championship. Contenders need to be members of MCC to be allowed to compete in these events since they are of 'closed to club' status. Bonus points in each league are awarded as follows.

Five points for a First Class (or higher) award  
Three points for a Second Class award  
One point for a Third Class award

All three MCC Classic Reliability Trials contribute bonus points to this Championship.

- 13.3 At the end of the Championship season, the scores will be computed and the Championship awards allocated as follows.

THE WHEELSPIN TROPHY LEAGUE

- 1st The WHEELSPIN TROPHY  
A tribute to Austen May
- 2nd The AUTOFARM TROPHY  
kindly donated by  
Autofarm Ltd. of Amersham
- 3rd The STALWARTS TROPHY  
A tribute to John Walker  
of MCC
- 4th The DELLOW TROPHY  
kindly donated by the  
Dellow Register
- 5th The CLOUDSMEN'S TROPHY  
kindly donated by The  
Cotswold Cloudsmen

THE CRACKINGTON CUP LEAGUE

- 1st The CRACKINGTON CUP
- 2nd The MOTTERSHEAD & SMITH CUP  
kindly donated by Mottershead  
& Smith Ltd of Birmingham
- 3rd The ENTHUSIASTS CUP
- 4th The MIKE STEPHENS CUP  
kindly donated by Mike Stephens  
of Solihull
- 5th The PEGASUS CUP  
kindly donated by The Mountain  
Kingsmen

Other special awards include

The COUP DES DAMES for the most successful lady competitor  
kindly donated by Marie T Cope.

The REST AND BE THANKFUL TROPHY presented to The Bouncer of The Year  
and kindly donated by J F Hayes.

The WAIT UNTIL NEXT YEAR TROPHY to be presented to the  
"competitor who seems most likely to .... " .



13.3 Continued ...

The TRACTOR TUG TROPHY for overcoming mechanical adversity  
kindly donated by The Crafty Buggies.

The "TRIAL OF THE YEAR AWARD" presented by ACTC

These special awards are made at the sole discretion of ACTC Stewards.

13.4 In the event of ties, preference will be given to the contender with the greatest number of 1st places. If the tie remains unresolved then preference will be given to the contender with the greatest number of 2nd places and so on until the issue is resolved.

13.5 A Registered Contender will score points in both the Wheelspin Trophy League and the Crackington Cup League simultaneously. At the end of the season, when scores are computed, a contender who wins an award in the Wheelspin Trophy League will forfeit his/her claim to an award in the Crackington Cup League. This mechanism ensures the distribution of awards to a broad cross section of worthy contenders.

13.6 All trophies will remain the property of ACTC and must be returned on request. Replicas will be awarded to award winners in The Wheelspin Trophy and The Crackington Cup leagues and will remain the property of the winners. The awards will be presented at a date and venue to be announced.

FORCE MAJEURE

14 If by reason of postponement or cancellation of an event forming part of any Championship, or if by reason of any alteration or suspension or annulment of results arising from an event or events forming part of any said Championship, or if in the opinion of Council an event or events should be excluded from any such Championship, or if in the opinion of Council an event or other events should be included, Council may either cancel the Championship in question or modify or vary any part of the terms thereof as Council may in its sole discretion think fit. In either of such cases, no subscription or entry fees will be refunded. The decision of Council is final and binding.

15 In the event of any dispute concerning the Championship the ACTC has appointed a Panel of Stewards who shall have sole jurisdiction in such matters. The Panel of Stewards consists of the Chairman of the Council, the Vice-Chairman and the Secretary/Treasurer for the time being and they shall have the right to seek legal or technical advice from any source they select.



## BENEFIT TO CONTENDERS

- 1 The ACTC Classic Trials Championship is the only nationwide Classic Trials Championship organised by a national association. It caters for amateur sporting motorists driving cars produced in years gone by and contemporary vehicles providing an equal opportunity for the winning of awards.
- 2 The names of all Registered Contenders will appear on mailing lists provided by ACTC to the organisers of qualifying rounds so that they may automatically receive Entry Forms and Regulations from event organisers.
- 3 The Championship offers more awards and, because of its unique scoring system, a greater opportunity for contenders to win. Thanks to the generosity of our many friends, the awards themselves are particularly handsome and reflect the prestige which is associated with the winning of them. But there is also a fine selection of the less serious awards designed to maintain the fun element in our sport. So whatever you win, you will be happy with it.
- 4 Contenders can be assured of the high standards of organisation of qualifying events resulting from the ACTC Monitoring and Advisory Programme, Checklists and Observers Reports which progressively refine organisational details.
- 5 Contenders can also be assured that the ACTC Classic Trials attract experienced competitors from all parts of the country and therefore provide opportunities to compete against 'experts' in a wide range of vehicles.
- 6 A Results Sheet containing the latest scores of contenders in the Championship will be available at the start of qualifying events free of charge.
- 7 Reports, results, scores and photographs will appear regularly in "FOUR WHEELS OUT" - a specialist magazine for enthusiasts available by subscription.

### REGISTRATION CARD

This is to certify that

is a duly

registered championship contender

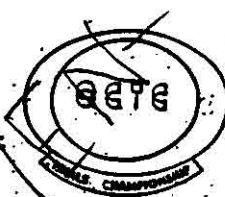
for the year ending

Registration Number

Signed

Date

Championship Secretary



*SPRING*  
*ONLY*

READ ALL ABOUT IT!

EXCLUSIVE!

Reports, results, championship scores and photographs of ACTC Classic Trials Championship will appear regularly in "FOUR WHEELS OUT". This magazine is published by a voluntary body of enthusiasts and during the last three years it has focused its attention on the Sporting Trials field.

ACTC has concluded an agreement with the publishers as a result of which ACTC Championship Trials will now also be featured (beginning January 1984).

Certain regular competitors in Classic Trials have agreed to act as ACTC Reporters' and help in the preparation of reports for the above magazine. These individuals will be identified by a distinctive armband. You are invited to draw their attention to technical developments, incidents and newsworthy items which might be included in these reports. Colour print photographs would also be welcome.

"FOUR WHEELS OUT" is only available by subscription. To obtain your regular copies post this order today.

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PLEASE MAIL ME regular copies of "FOUR WHEELS OUT"



Name .....	My special interest is:-
Address .....	Sporting Trials
.....	Classic Trials
.....	Both
Postal Code .....	Tick where appropriate

Enclose your cheque for £7.50 for 1 year' subscription (10 copies) made payable to the "Sporting Trials Association" and send to Graham Hoyle, 34 Woodside View, Cottingley, BINGLEY, West Yorkshire, BD16 1 RL.

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## BENEFITS TO ORGANISERS

- 1 The Secretary of The Meeting will receive from ACTC a series of adhesive labels bearing the names and addresses of Registered Contenders which will enable him/her to direct Entry Forms to a 'captive audience'. In this way, ACTC expects to fill entry lists for the qualifying events thereby assisting the organising club in its financial budgetting.
- 2 The Secretary of the Meeting/Clerk of The Course will receive a Checklist for Organisers which draws attention to the crucial features of Classic Trials which ACTC considers desirable for the running of good events. These Check lists will be particularly helpful where less experienced organisers assist in the organising team.
- 3 ACTC will distribute Observers Reports to experienced competitors participating in qualifying events and obtain, in this way, the comments, criticisms and suggestions which will be passed back to the organisers for use in future years. By maintaining the anonymity of these reports, personal criticisms will be avoided and only constructive comments of a helpful nature will be passed on. This technique is helpful in refining events for future years.
- 4 ACTC officers also provide helpful guidance, when requested, on topics such as rights of way, legal obligations, and RAC matters.
- 5 The publicity obtained by ACTC as a result of its reports in "Four Wheels Out" and in the ACTC Newsheet will be geared to increasing the interest in Championship events and improving public relations and public acceptance of this form of motor sport.
- 6 ACTC membership avoids costly clashes of dates, provides a forum for rationalisation and discussion of topics of interest and strengthens the dialogue which the sport requires with the national governing body.
- 7 Qualifying events become eligible for the 'Trial of The Year Award' which will be presented by ACTC to the club organising the best trial during the year as judged by the Observers Reports and contenders' views.

## ACTC CLASSIC TRIALS CHAMPIONSHIP

### Some Advice on Timing

Competitors in Classic Trials are not required to speed on the public highway or maintain a precise time schedule. ACTC is very anxious to maintain this tradition and recommends penalties for speeding, driving without consideration to other road users and members of the public, should be strictly enforced. Adherence to a time schedule should not be used to penalise competitors unnecessarily but should be limited to the giving of guidance to marshals for the opening and closing of sections.

Where it is necessary to employ performance tests in order to resolve ties, such tests should be located remote from habitation. It is recommended that at least two tests are employed and the aggregate time of the fastest vehicle should be at least 20 seconds. The preferred timing technique is as follows.-

- 1 EITHER a hand-held digital electronic watch is operated by the timekeeper. When he can be located at the finish line, he should read out aloud the time taken and then show the watch to the competitor and secure his agreement on the reading obtained.
- 2 OR, the car should start when instructed to do so and then break a light beam connected to a timing mechanism which operates until the car breaks another light beam at the finish. Where such equipment is used, competitors may need to be advised to fit a vertical metal strip on the front of their car.

### HISTORICAL CONNECTIONS - A REQUEST TO EVENT SECRETARIES

As you know, the history of many of our events dates back over many years and we are anxious to preserve the historical aspect of our sport. May we ask you for your help with this effort? The most obvious area is the preparation of the introductory notes which accompany most entry forms. Can we suggest that you delve into your old files and seek out details from the past? We would like to see previous winners mentioned, anecdotes reported, the history of sections quoted, together with any other historical material you may find.

# CHECKLIST FOR ORGANISERS

The following checklist is presented, not as requirements but as a general guide to the organisation of classic trials. In view of the differing nature of classic trials you may find that not all these points will apply to your events - but if you are in any doubt, please ask.

## THE ROUTE

- 1 Have you established the legal status of each of the observed sections, performance tests and any unmetalled tracks you propose to use (i.e. footpaths, bridleways, RUPP, byway, county road or private land)?
- 2 Have you obtained landowners written permission for any footpath, bridleway or private land utilised?
- 3 Have you obtained permission of County Council to use footpaths or bridleway?
- 4 Has the route been approved by the RAC Rally Liaison Officer/s?
- 5 Does the trial need authorisation under the Road Traffic Act (Competitions and Trials Regulations) 1969? ACTC can advise.
- 6 If the answer to 5 is yes - Has the route been submitted to RAC Route Authorisation Department? (Six months in advance of the date of the event, except Schedule 4 events.)
- 7 If the route passes through a National Park, has the Park Authority been notified?
- 8 Is it desirable to consult the police with regard to all or part of the route? In some cases this is preferable before 6. The police can often be helpful in providing "no waiting" cones. The police frequently do not understand the nature of a trial and confuse it with a rally. Education is vital.
- 9 Have the relevant Parish Councils been advised of the use of each observed section and performance test?
- 10 Has public relation work been carried out in accordance with
  - (a) common sense (e.g. residents affected)
  - (b) RAC P.R. Regulations I 2.8.1. and I 2.8.5.?

ACTC provides advice to organisers concerning rights of way in the countryside.

Contact John West or Martin Halliday.

## OTHER PRE-EVENT WORK

- 1 Has the date been agreed by ACTC Council and does it agree with ACTC Championship diary?
- 2 Has the appropriate RAC Regional Association/s been advised of the

date? (usually at the Regional Dates meeting).

- 3 Has each co-promoting club, including ACTC, given written consent?
- 4 Has RAC MSA permit been issued?
- 5 Has RAC MSA permit number and RAC Route Authorisation Number been submitted to ACTC?
- 6 Have you appointed competent Stewards? They need to understand classic trials, RAC MSA regulations, prepare stewards' report and to be able to handle any protest. Steward report forms are available from ACTC if required. See F3.1 - 3.4 and Appendix Y.
- 7 Have you ordered (or checked) all your equipment?
- 8 Have you applied for Blanket Certificate of Insurance from Bowrings?

## SUPPLEMENTARY REGULATIONS AND ENTRY FORMS

- 1 Do S.R.'s and Entry Form state "Held under the General Regulations of the RAC Motor Sports Association (incorporating the provisions of the International Sporting Code of The F.I.A.) and the Supplementary Regulations". This is important for RAC Insurance Cover.
- 2 Is the RAC MSA Permit number and Route Authorisation number quoted on S.R.'s and Final Instructions?
- 3 Do S.R.'s and Entry Form comply with RAC MSA requirements? (D.10, D.11, L5.6.1).
- 4 Do car classes comply strictly with RAC MSA Technical Regulations (Classic Trials Vehicle Formula)? No variations are permitted.
- 5 Will maps be needed by competitors? If so, which?
- 6 Is there provision for the Bowring Insurance Scheme for competitors? Does entry form call for competitors RDS number?
- 7 Are competitors required to report any road traffic accident at the finish?
- 8 Are team entries permitted?
- 9 Does the entry form require competitors to quote their ACTC Classic Trials Championship Registration Number?
- 10 Will entries be acknowledged?
- 11 Does entry form require full names (including first names) of both driver and passenger?
- 12 Where ACTC is listed as a co-promoting club, SR's must give full list of all ACTC member clubs.
- 13 Will SR's and Entry form be mailed to all ACTC Classic Trials Championship Registered Contenders at least 4 weeks before event? All Entry forms must be mailed out at the same time - no preference should be given to local members.

## FINAL INSTRUCTIONS

- 1 If Observed Sections include tests such as Stop and Restart, Stop and Go, Double Restart etc. full details must be included in the Final Instructions.
- 2 If Performance Tests are included, full details must also be provided in the Final Instructions.
- 3 Final Instructions mailed to all entries should include a comprehensive list of competitors with first names of drivers and passengers, car details and their hometown.
- 4 Final Instructions should confirm date, starting time, scrutineering time, location of start and finish giving directions and map references.
- 5 Final Instructions should give details of how and where to report - e.g. scrutineer first, then sign on.
- 6 Do Final Instructions advise competitors whether petrol and food are available at start and finish?
- 7 Will Final Instructions be sent out in good time?

## SCRUTINEERING AND START

- 1 Have arrangements been made to use "Signing-On" forms which contain the correct indemnities? D 11.3 for competitors, navigators and passengers. F.12.2 for 'Officials'. Signing-On forms are available from RAC MSA.
- 2 Will signing-on official be inspecting -
  - (a) Club membership cards
  - (b) ACTC Classic Trials Championship Registration Card
  - (c) Bowring Insurance 'Letters of Acceptance'?
- 3 Has signing-on official been instructed NOT to inspect other Insurance Certificates? Such inspection could cause legal problems but the name and address of private insurer should be called for on the Entry Form.
- 4 Will RAC MSA Permit - RAC Route Authorisation, County Council Authorisation of Footpaths and Bridleways and Bowrings Insurance Certificate be displayed on a notice board at 'Signing-On'?
- 5 Will there be a list of Judges of Fact (see current RAC MSA Regulations) be displayed at 'Signing-On' or sent to competitors?
- 6 Have you arranged to display -
  - (a) ACTC Classic Trials Championship Directory
  - (b) ACTC Application Forms for Registration of Contenders
  - (c) ACTC Newsheetsat the start?
- 7 Who will hand the following to competitors
  - (a) Numbers
  - (b) Route cards?

- 8 Will competitors be routed to the Scrutineers (preferable) or the Scrutineer to competitors?
- 9 Will scrutineers and other officials be identified by armbands?
- 10 Will scrutineers check
  - (a) numbers
  - (b) safety features e.g. battery security, hydraulic brake reservoir, lights, throttle return springs
  - (c) towing attachment
  - (d) wheel and tyre types
  - (e) absence of advertising decals
  - (f) noise check (noise meters are not required)
  - (g) operation of full and free differential?
- 11 Will scrutineers issue a 'passed by scrutineer' label?
- 12 Has special consideration been given to the time interval between competitors bearing in mind potential delays and queuing areas at the start of observed sections?

## THE TRIAL

- 1 Has the route card been thoroughly checked? Is provision made for 'Failures' to follow different route?
- 2 Will there be a 'Noise Check' en route? A noise meter is NOT required.
- 3 Does the event follow RAC MSA regulations I-5? Note that strict time schedule (other than on long distance events) causes several problems and should be avoided.
- 4 Who will open/check the course?
- 5 Who will check that sections, tests and controls are manned?
- 6 Is it necessary to operate Holding Controls to avoid public nuisance in congested areas? If so, how will the Holding Control marshals communicate with the next section?
- 7 Will there be two-way communication between senior officials? i.e. two-way radio or RAC frequency or C.B.?
- 8 Who will close the sections? Will the back marker close sections, report retirements etc? Will any competitor overtaken by the back marker be deemed to have retired?
- 9 Will all officials and marshals be correctly 'signed-on'? This is important so that they are covered by RAC MSA Insurance Policy for personal accident.
- 10 Will senior officials be identified by armbands?
- 11 Have you drawn attention to sensitive areas or black spots and instructed competitors to keep away?
- 12 Have you fulfilled all the conditions on the Permit Authorisation?

## OBSERVED SECTIONS AND PERFORMANCE TESTS

- 1 Who will mark out the sections and tests?
- 2 Has a Chief Official been appointed for each Section/Test to take responsibility for smooth running?
- 3 Has the Chief Official (at least) been provided with written instructions including such details as:
  - (a) details of time of opening/closing and exact location
  - (b) marshals car parking
  - (c) details of test including how to mark and penalise competitors
  - (d) action to be taken with noisy vehicles
  - (e) what equipment is needed and who will provide it?  
how is it to be returned?
  - (f) co-ordination with Holding Control where appropriate
  - (g) action with failures - push, reverse, tow, return route?
  - (h) method of communication between bottom and top of section - whistle, radio, field telephone (spare batteries), flag, torch?
  - (i) special instructions - e.g. gates to close etc.
  - (j) clearing of tarmac road surface near exit of section
  - (k) method of recording results and their dispatch to results teamA carefully labelled diagram is often a useful supplement to the written instructions for each Chief Official.
- 4 Will signs such as -  

'Section Begins'  
'Section Ends'  
'A' 'B' 'C'  
'Non-stop continues'

be clearly legible? Advice on the cheap supply of new signs may be obtained from ACTC.
- 5 Are stakes and signs located where they will not be hit by competitors?
- 6 Have you provided flags for Performance Tests/Restart Tests etc.?
- 7 Will each 'line' be defined by a white powder line in addition to marker boards? Have you provided the powder?
- 8 Who has the authority to cancel a section or test at the last minute in the event of unforeseen circumstances?
- 9 Have the officials been provided with entry lists?
- 10 Have you considered a marshals prize? - by raffle perhaps?
- 11 Are marshals briefed to ensure that the trial gives precedence to horses, walkers and other members of the public even on observed sections?
- 12 Does the chief official know the legal status of his section or test (i.e. rights of way etc.)?
- 13 Are competitors allowed to walk the section?

## RESULTS

- 1 Who has appointed the results team?
- 2 Have arrangements been made so that results team receives the scores as quickly as possible?
- 3 Will the results team be segregated from competitors?
- 4 Will competitors be required to sign off at the finish?
- 5 What arrangements have you made for consideration of protests?
- 6 How will results be announced?
- 7 How will awards be presented?
- 8 Have you arranged to send final results by post to -
  - (a) competitors
  - (b) officials
  - (c) ACTC Championship Secretary

## EPILOGUE

- 1 Who will remove and return equipment to organisers?
- 2 Who will remove route markers, section signs etc.?
- 3 Have you posted all necessary documents  
- to the RAC MSA ..... Fees, SR's, entry list, DOT vehicle sheets, etc.  
NOTE: RAC MSA per capita permit fees are currently NOT payable if a fee has been paid for route authorisation.
- 4 Have insurance premiums been sent to Bowrings?
- 5 Have all the necessary 'Thank You's been attended to?

If you have complied with all these suggestions, then we owe you our thanks for a job well done. Congratulations! The sport owes you a great deal.



# ACTC CLASSIC TRIALS CHAMPIONSHIP -

EVENT	DATE	ORGANISING CLUB
<p><u>PRE-EVENT DETAILS</u></p> <p>Were entry forms mailed to ACTC Registered Contenders at least 4 weeks before event?</p> <p>Were final instructions mailed to entrants in good time?</p> <p>Did final instructions contain list of entrants, car details, their home town and passenger names?</p> <p>Were these instructions clear and concise?</p> <p>Did the organisers adhere to the instructions?</p> <p>Did the instructions comply with ACTC requirements in every respect?</p>	<p>Yes/ No</p>	<p><u>COMMENTS</u></p>
<p><u>SCRUTINEERING AND START</u></p> <p>Were membership cards examined?</p> <p>Did the scrutineer check - safety aspects ballast wheels/tyre details lights and horn?</p> <p>Were petrol and refreshments on sale at the start?</p> <p>Were ACTC promotional material/entry forms available at start?</p>		
<p><u>THE EVENT</u></p> <p>Was the route clearly defined?</p> <p>Were the sections clearly defined?</p> <p>Were the marshals well briefed and consistent?</p> <p>How many sections were there?</p> <p>Did the event start and finish on time?</p>		

confidential

# OBSERVERS REPORT

Were the officials competent?

Did the event run smoothly?

What were the weather conditions?

Did the weather affect the event?

Were special timed tests employed?

If so, what was the method of timing?

## THE RESULTS

How were the results published?

When were the results published?

Number of starters?

Number of finishers?

Number of awards presented?

Details of any protests?

## PUBLIC REACTIONS

Did any members of the public express favourable/unfavourable comment?

If so, what?

Did the police assist/observe or make any comments?

## SUMMARY

Please indicate your assessment of the event under the following headings:

Pre-Event details .. marks out of 10

Scrutineering Start .. marks out of 10

The Event .. marks out of 20

The Results .. marks out of 10

Public Reaction .. marks out of 10

TOTAL .. marks out of 60

Do you consider that this event should be included in next year's Championship .. YES/NO

If an observer is also a competitor he should take care to avoid placing himself in a special position vis-a-vis other competitors, and should not make special contact with the Organisers, nor obtain any special information not available to all competitors.

Please return to:-

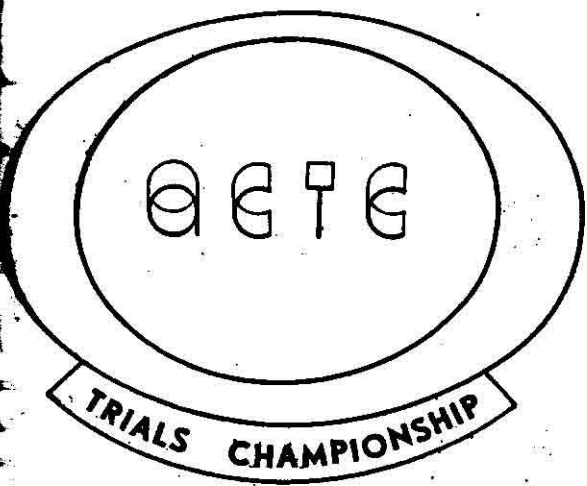
C B Cope

58 Four Oaks Road

SUTTON COLDFIELD

W. Midlands B74 2XX

copyright ACTC



# RESULTS SHEET

NO..

DATE



[illegible][illegible]

ACTC CLASSIC TRIALS CHAMPIONSHIP APPLICATION FORM

I am a current member of \* ..... Motor Club  
and wish to be accepted as a Registered Contender in the above Championship.  
I agree to abide by the Rules and Regulations of the Championship and I  
enclose the registration fee.

Signature ..... Date .....

FIRST NAME (Block Capitals please) .....

SURNAME .....

FULL ADDRESS .....

.....

POSTAL CODE ..... PHONE NO. HOME .....

BUSINESS .....

Enclose your cheque for £3.00 made payable to 'ACTC Championship' and post to -

ACTC Championship Secretary  
C B Cope  
58 Four Oaks Road  
SUTTON COLDFIELD  
West Midlands  
B74 2XX

\* MUST BE a member club of ACTC

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For official use only

Date received .....  
Payment by .....  
Registration No .....  
Registration Card posted .....



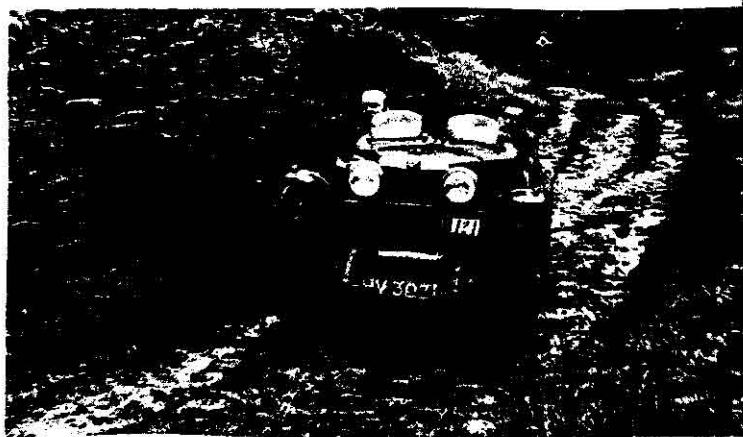
to Today

*Sue Halkyard coaxes her 1934,  
750cc Austin Seven up a  
Somerset hill in the 1979  
Lands End.*

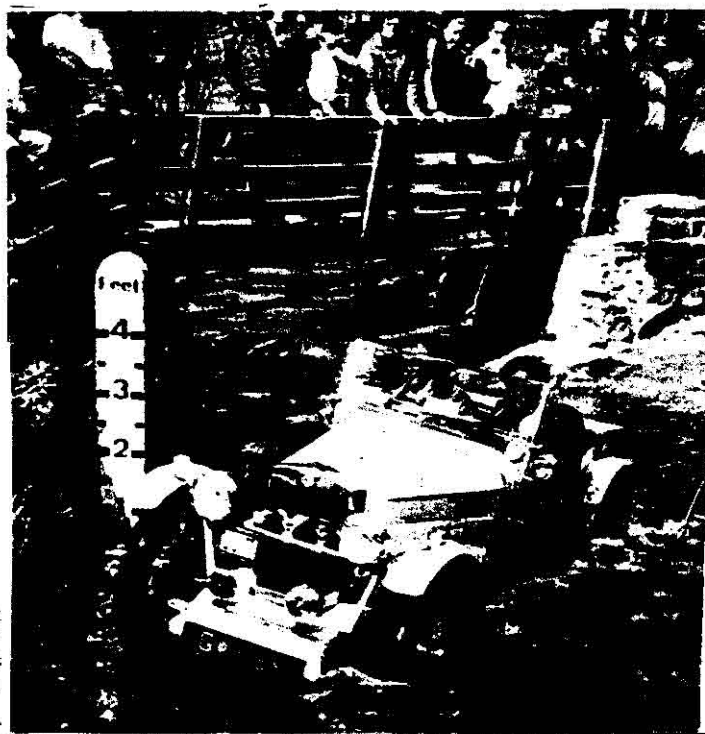


*Tony Jones urges his 30/98  
Vauxhall up Fingles Bridge in  
the 1980 Exeter. Aided by two  
passengers in the rear seat.*

Grateful acknowledgements are made to G. T. Foulis and Co., The Light Car, Autocar, The Motor, Motor Sport and Collectors Car.



*Dudley Sterry battles his  
way up Hagg Side in his  
supercharged M.G.  
in 1978.*



*An M.G. J2 driven by  
J. Tucker tackles  
Crackington in the  
59th Lands End, held in  
April 1980.*