

ASSOCIATION OF CLASSIC TRIALS CLUBS

A Meeting of the Council of the Association of Classic Trials Clubs will be held on Sunday 17th May at 14.30 at the Bung Inn, Redhill, Wrington, Near Bristol, Avon (Map reference 172/513640).

DELEGATES WHO WISH TO PARTICIPATE OF LUNCH ARE REQUESTED BY THE INN MANAGEMENT TO ARRIVE NO LATER THAN 13.00

Tea will be provided at the meeting.

AGENDA

1. Apologies for Absence.
2. Minutes of the previous meeting (7th December 1986).
3. Matters arising therefrom other than detailed later on the Agenda.
4. Financial Report from the Treasurer.
5. Dates for Classic Trials in 1988 (including Championship Calendar).
6. The Definition of a Classic Trial (beyond Cl.2).
7. The Revised Class Structure & Technical Regulations. To consider the current situation including reports from the Technical Panel and RAC MSC Autotests & Trials Committee Trials Working Group.
8. To receive the report from the pre 1941 Working Group.
9. To receive a report from the Rights of Way Officer.
10. To receive a report from the Championship Secretary.
11. To consider the problems of classic trials in Derbyshire.
12. Restricted Status trials. To consider whether non championship contenders have sufficient access to these events.
13. To consider the desirability of two categories of Association membership depending on whether the member club currently organises a classic trial or not.
14. Definition of "Stop & Restart Tests and Penalties". Camel Vale M.C. have placed this item directly to the RAC MSC Autotests & Trials Committee. To consider if such a definition is necessary and, if so, to determine an Association policy.
15. Any Other Business.
16. Date, Time and Place of Next Meeting.

John West
Secretary

association of classic trials clubs

please reply to:

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

FROM: THE SECRETARY

TO ALL COUNCIL DELEGATES

4th May 1986

Dear Sportsman,

Council Meeting - Sunday 16th May 1987

Please find enclosed the Agenda for the forthcoming Council meeting. I apologise, once again, for the late arrival but I suspect that a certain long distance trial with which I am associated has something to do with it.

Could I appeal to you to return the enclosed form as soon as possible so that I can keep my mailing list up to date and attempt to produce a draft calendar in advance of the meeting so as to save some time. Nonetheless, do please be as flexible as possible over dates, especially in the meeting!

Regretably there is little to report on the Revised Class Structure for 1988. The RAC MSC Autotests & Trials Committee were advised by both Allin Penhale and myself that our Council had accepted the criticism concerning our proposals i.e. The definition of a limited production car and that Council was prepared to list these cars through its Technical Panel for ratification by the Autotests & Trials Committee. Further to these points, the wording of classes 7 & 8 has been "tidied up" by your officers to encompass these points but not to alter the agreed structure as finalised by ACTC Council on 7th September 1986.

Having done what was asked of us, it was reasonable to expect the new Class Structure to receive its final approval. I have to advise you that against the wishes of your Chairman and Secretary, the structure has been referred, once again, to an RAC Working Group, which, frankly, is ducking the issue. Both Allin and myself have expressed our irritation at the procrastination as the new classes are due to be operational in just over six months time and cannot be ratified until 16th June at the earliest.

One of the reasons is that Camel Vale M.C. Have decided that front engine specials are not competitive with rear engine specials and suggest that either

- (i) front engine specials be put into Class 7 with the "listed" limited production cars

or

- (ii) Class 8, for specials be split into two classes a. front engine cars b. rear engine cars

No doubt Council will make up its own mind on this issue in due course and consider whether there is any evidence to support such a late ammendment. However, what concerns your Chairman and I is that if issues are put directly to the RAC MSA, which is, of course, an undisputed right, both he and I can be placed in a position whereby a decision may have to be taken without the debate and resolution of all the clubs in Council. We can only guess and hope we are doing the right thing. This is what used to happen many years ago when H.W.Tucker-Peake and myself were alone on the Autotests & Trials Committee, and that is why ACTC was formed so that there could be democratic debate and decision by all clubs before the items went to the Autotests & Trials Committee.

I would be surprised to learn that any club felt that the Association does not work in the common good of its member clubs and the sport in general. I do hope that all clubs feel that Council is an adequate, honest and successful forum for dealing with all problems, ideas etc,etc.

In the week before the Council meeting on the 17th May, both the Technical Panel and the RAC Working Group should have met so that there should be lots to report.

In addition to classes, the RAC Working Group is scheduled to discuss items such as RAC Classic Trials Championship, Passenger and Bouncing regulations, Index of Performance, Safety on Sections, Road Car development, Limited Slip Differentials. At least, we know Council's views on some of these items!

On a happier note, I am pleased to pass on Brian Cope's thanks to Council for the tankard presented to him at Torquay for the sterling work he did to establish the ACTC Championship.

Looking forward to seeing you on 17th May.

Yours sincerely,

John West
Secretary