

ASSOCIATION OF CLASSIC TRIALS CLUBS

Minutes of the Council Meeting of the Association of Classic Trials Clubs held at the Bung Inn, Redhill, Wrington, Avon on Sunday 17th May 1987.

PRESENT:	W.G.A.Penhale	Chairman
	J.West	Secretary
	A.Foster	Treasurer
	M.Halliday	Rights of Way Officer
	R.Andrews	Ross & D.M.S.C.
	N.Forrest	Ross & D.M.S.C.
	R.Moore	Launceston & N.Cornwall M.C.
	T.Goggin	S.O.D.C.
	H.W.Tucker-Peake	M.C.C.
	M.Furse	M.C.C.
	B.Cope	Shenstone & D.C.C.
	J.Wood	Holsworthy M.C.
	R.Pole	Holsworthy M.C.
	K.Buckle	Bristol M.C. & L.C.C.
	J.Hayes	Bristol M.C. & L.C.C.
	R.Grimwood	Silverton M.C.
	B.Mitchell	Silverton M.C.
	A.Webb	Woolbridge M.C.
	S.Webb	Woolbridge M.C.
	E.Hayward	Stroud & D.M.C.
	M.Hobbs	Stroud & D.M.C.
	J.Clarkson	Camel Vale M.C.
	H.Viertel	Camel Vale M.C.
	P.Allen	Camel Vale M.C.
	A.Grassam	M.G.C.C.

87/1 APOLOGIES FOR ABSENCE were received from S.Woodall (Vice Chairman/Championship Secretary), V.W.O.C., Minehead M.C., Crane Valley M.C., Torbay M.C., V.S.C.C., MG Octagon C.C.

87/2 MINUTES OF THE LAST MEETING (7th December 1986). In Minute 86/42, the following sentence was added "The M.C.C. Secretary might be a motorcyclist.". The Minutes were then duly passed by those present as a correct record and signed by the Chairman.

87/3 MATTERS ARISING

- a. 86/42. The M.C.C. Nominee to the Technical Panel is Mike Furse.
- b. 86/51 c. The Children in Need Appeal fund currently stood at £125 and the Secretary confirmed that the fund was still open for donations.
- c. 86/47. The differential test quoted should detect all types of Limited Slip or Torque Biasing Differentials and not just the Quaife unit.

87/4 FINANCIAL REPORT

The Treasurer reported that the Current Account stood at £229.13. Three clubs had yet to pay their 1986/87 subscriptions - V.S.C.C., Morgan S.C.C., 750 M.C.

The Calendar was agreed as on the appended sheet.

THE DEFINITION OF A CLASSIC TRIAL (BEYOND C 1.2)

A paper was submitted by V.W.O.C. (see attached) to add to those previously submitted by Bristol M.C. & L.C.C., Minehead M.C. and the Chairman.

Bristol M.C. & L.C.C. wished to emphasise the word "road" and felt that a genuine classic trial had to consist of public highway observed sections.

In reply, Shenstone commended the Bristol paper but rejected the use of the word "road" in any definition as they felt that many good trials with all of the characteristics and atmosphere of classic events did not use public highway observed sections. It was noted that many old pre war trials did not always use "roads" as observed sections eg Bagshot Heath in the Lawrence Cup.

Launceston & N.Cornwall M.C. considered that a fair compromise would be to define a classic trial as one that, at least, used public roads to link observed sections but the sections themselves, need not necessarily be on a public road.

The M.C.C. reminded Council that with only relatively few events, the sport is currently not running out of useable observed sections. In 1938, in view of the large number of events, some observed sections were being over used eg Nailsworth Ladder. M.C.C. felt that generally, sections should be used only once per year in order to avoid public complaint. M.C.C. felt that the competitors would be the final judges as to what is a good classic trial by their continued support of an event.

Bristol M.C. & L.C.C. said that we needed to be careful that the sport does not revert to "Sporting Trials" on one venue as happened in the past with the almost total demise of classic trials. Shenstone felt that it was important to insist on a current tax disc on all competing vehicles in order to achieve that objective.

The Secretary noted that it was useful to have this ongoing debate in order to keep us away from the problems that afflicted the sport in the 1950's.

Holsworthy M.C. said that it was important to educate new organising clubs as to the nature and character of a classic trial. Shenstone C.C. reminded Council that there was a satisfactory definition included in the ACTC Organisers Handbook. M.G.C.C., as new (different generation!) organisers confirmed that the Handbook was extremely helpful and useful. Bristol M.C. & L.C.C. suggested that the Handbook needed updating in certain areas, with special reference to new organising clubs. The Rights of Way section needed updating in view of the new RAC MSA regulations. It was agreed by Council that the officers consider the matter and submit their ideas next year.

ACTION: OFFICERS

THE REVISED CLASS STRUCTURE & TECHNICAL REGULATIONS

The Secretary outlined the progress since the extra Council meeting in December. He referred to the reports of ACTC Technical Panel and the RAC MSC Autotests & Trials Committee Trials Working Group. The RAC MSC Working Group had now adopted the Association proposals for classic trials classes in 1988. The Working Group had made some modifications to the Class 7 Specification requirements (Limited road Going kit cars)

- a. Manufacturers only "approve" engines and transmissions rather than "fit" them.
- b. The position of the engine needs to be rigourously defined by the position of the front sparking plug relative to the line of the front axle.

Council agreed that both of these points were important and supported them.

Further Council, from the Technical Panel Report, endorsed the relaxation of wheel sizes from standard in Class 7 until 1990, to enable a transition time for current competitors with cars so modified eg Marlin.

M.Furse noted the cars that the Technical panel intended to list in Class 7 and asked if Council wished any others to be considered. (See Appendix for Current List of Class 7 Cars).

ACTION: ALL DELEGATES

The Secretary said that it was expected that the RAC MSC Autotests & Trials Committee would finally endorse the Class Structure for 1988 at their meeting on 16th June. The Secretary reported that the only problem now would be the compilation of the Class 7 Specification Sheets before 1st January 1988 by the Technical Panel in view of the procrastination of the RAC.

Bristol M.C. & L.C.C. referred to the Secretary's letter of 4th May whereby a member club had submitted technical proposals directly to the RAC MSA. The Secretary explained that whilst any club clearly had the right to take such action, it did put the Chairman and Secretary in a most difficult position at the RAC MSC Autotests & Trials Committee. The Association officers always represent the policies, proposals and recommendations of the Council, and for clubs to make direct representation weakens the democratic review of regulations as conducted by all clubs in Council and weakens the standing of the Association with the RAC MSA.

The RAC MSC Autotests & Trials Committee Trials Working Group considered two other items relevant to classic trials which the Chairman and Secretary reported:-

- a. Minimum Weight of Classic Trials Specials.
In view of the expected development of classic trials specials, the Working Group asked the Association to consider the imposition of a minimum weight for specials in order to limit climbing potential and enhance safety. Council agreed to

consider the matter.

b. Limited Slip Differentials.

The Quaife Differential (which is of torque biasing nature) was an ongoing problem with the manufacturer reported as having sold several units to classic trials competitors. Further to this Holsworthy M.C. outlined the problem that occurred on their recent Chairman's Trophy Trial. Essentially, a car was protested as having a "torque biasing differential". The car was impounded and the differential was tested but not stripped by an RAC Scrutineer without waiting for the Club Stewards to arrive. The differential was adjudged to be non torque biasing and therefore legal. The protest was therefore rejected. Neither the club nor the protester were satisfied and made representations to the RAC MSA. The competitor protested against, openly admitted to his vehicle being fitted with a Salisbury Limited Slip Differential with the locking cones removed claiming the removal of the torque biasing nature of the differential, but increasing the basic strength of the unit.

The Working Group considered these differentials to be unsatisfactory as there was always an area of doubt. Consequently, the Working Group were recommending to the RAC MSC Autotests & Trials Committee that any differential that is of torque biasing nature, or even derived from such a differential, would be banned from 1989 (stability rules) unless running in a class for cars fitted with such differential. (Note this takes effect for all PCT's and Sporting trials as well as Classic Trials). In wording this regulation, care was taken to ensure that competitors could still fit strengthened differentials eg 4 star, provided they were designed as non torque biasing differentials.

In the meantime it was suggested by Holsworthy M.C. that all clubs add the following clause to their Supplementary Regulations:- "No differential, including the case, which was originally manufactured as a limited slip or torque biasing differential is allowed, however modified".

Silverton M.C. reminded Council that the onus of ensuring that a vehicle is legal remains with the competitor.

ACTION: TECHNICAL PANEL & ALL DELEGATES

Shenstone & D.C.C. had concerns in respect of the safety of open cars and asked Council if the front seat should be occupied. The situation with a Morgan 4/4 4 seater was queried. Shenstone & D.C.C. stated that their concern lay primarily with rear engine buggies which are very light on the front end. If such a regulation were recommended, would cars be fitted with ballast to regain lost grip? Shenstone reiterated that their objective was one of safety rather than an attempt to limit trials performance. Holsworthy M.C. suggested that this item be discussed by the Clubs and referred to the next meeting.

ACTION: ALL DELEGATES

THE REPORT OF THE PRE 1941 WORKING GROUP

R.Moore circulated the final report of the Working Group. He confirmed that the Report was based on the responses of interested competitors to the Working Group's questionnaire. No recommendation was made unless, at least, 66% in favour. The Working Group considered all Recommendations were practical.

M.G.C.C. questioned the banning of radial ply tyres. Would the tyres need to be specially listed? What of the cost? The Working Group members explained, in detail, the reasons behind the recommendation, also confirming that it was the wish of the majority.

Shenstone & D.C.C. PROPOSED that the Report is endorsed and Adopted by Council. Woolbridge M.C. Seconded.

7 Clubs in Favour, 3 Against, 2 Abstentions.

It was left for the Technical panel to reword the Recommendations in a form suitable for the RAC MSA QK 2 formula.

ACTION: TECHNICAL PANEL.

It was also noted that the word "Configuration" in respect of engines needed clarifying for ALL classes.

ACTION: SECRETARY

REPORT FROM RIGHTS OF WAY OFFICER

The Rights of Way Officer reported that there was no further news from the RAC MSA or LARA and he reminded all clubs of the new RAC MSA regulations eg New signs and wording on the Signing On Sheet. (See RAC MSA Year Book 1987 J 6.3 pages 72-73.)

ACTION: ALL DELEGATES

He also reported the fact that Gloucestershire County Council were about to reclassify RUPPs and were asking for evidence of vehicular use on any RUPP. Whilst South Gloucestershire is well covered by Stroud & D.M.C., the north of the county is a problem as it was a well used area in the past eg Colmore, Abingdon - Abingdon Trials etc and it may be that a club may wish to use this historic area again some time in the future. It was therefore important to ensure that as many RUPPs as possible are reclassified as BYWAYS, especially those on hills!

ACTION: ANYBODY WITH SUITABLE EVIDENCE

The Rights of Way Officer also reported progress on green lanes in Devon. The County Council are now going to classify those with vehicular rights as BYWAY instead of a blanket BRIDLEWAY reclassification which was their original policy.

CHAMPIONSHIP SECRETARY'S REPORT

This was circulated. B.Cope offered to fill one of the three positions required. The Chairman appealed to all delegates for

further help in the organisation of this excellent and prestigious series. The Secretary added that the RAC MSC Autotests & Trials Committee Trials Working Group had confirmed that there was no intention to promote an RAC Classic Trials Championship at the present time.

87/11 THE PROBLEMS OF CLASSIC TRIALS IN DERBYSHIRE

The Secretary and Sporting Owner Drivers Club outlined the problem that occurred in April when the V.S.C.C. used an observed section on a Saturday on the V.S.C.C. Derbyshire Trial and S.O.D.C. used the same section the following day on the Derbyshire Conquest trial. Enquiries by M.Furse and the Secretary revealed that the V.S.C.C. event did not have Route Authorisation which was required, the observed section being a public highway. It would appear that the V.S.C.C. may have acted in ignorance of the regulations. The main point being that complaints had been made by the residents and the parish council which could lead to the loss of the section. The M.C.C. expressed an interest as the same section is used in the Edinburgh Trial.

Both M.Furse and the Secretary had outlined the legal requirements to the V.S.C.C. Clerk of the Course and the M.C.C. had advised in the preliminary stages and provided the senior steward. Nonetheless, the V.S.C.C. Committee did not welcome the involvement of the Association, claiming all of their trials to be "Sporting" rather than "Classic" and looked towards the RAC MSA to avoid such problems.

Several clubs queried whether V.S.C.C. should continue in membership of the Association, but it was generally felt the Association's major role is protecting the sport of classic trials and the V.S.C.C. should be encouraged to seek Association support where necessary as it would appear that V.S.C.C. events are classic trials in disguise.

In view of the V.S.C.C. statement, it was agreed that the Secretary should contact the RAC MSA to conduct an enquiry with a view to ensuring that the particular section is not lost to the sport and that similar problems do not occur in the future.

ACTION: THE SECRETARY

87/12 STOP & RESTART TESTS

Camel Vale M.C. had referred this issue directly to the RAC MSA. The club was enquiring whether a Stop & Restart Test should be standardised for all trials and appear as part of the RAC MSA organisation regulations.

The RAC Autotests & Trials Committee Trials Working Group had sought the view of the Association. Clearly the issue is not simple in view of the variety of Stop & Restart Tests currently used by organisers eg timed Stop & Restart, untimed Restart, Stop & Go, Double Restart etc.

In view of the time it was agreed to defer this item to the next meeting.

ACTION: ALL DELEGATES

87/13 ANY OTHER BUSINESS

North Devon M.C. had expressed an intent to organise a classic trial and were seeking Association membership. There appeared to be a date clash with the Silverton M.C. Silverdale Trial with their proposed event. It was decided that their application could be considered at the next meeting when a representative could attend.

ACTION: THE SECRETARY

87/14 DATE OF NEXT MEETING

Sunday 6th September 1987 commencing 14.15 at the Bung Inn, Redhill, Wrington, Avon. Map reference 172/513640. This meeting is the Annual General Meeting.

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