

## ASSOCIATION OF CLASSIC TRIALS CLUBS

### Minutes of the Annual General Meeting of the Association of Classic Trials Club held at the Bung Inn, Redhill, Wroughton, Avon on Sunday 6th September 1987

PRESENT:	A. Foster	Treasurer (In the Chair)
	J. West	Secretary
	K. Green	Shenstone & D.C.C.
	B. Cope	Shenstone & D.C.C.
	K. Buckle	Bristol M.C. & L.C.C.
	J. Hayes	Bristol M.C. & L.C.C.
	R. Moore	Launceston & N.Cornwall M.C.
	A. Vowden	Torbay M.C.
	J. Vowden	Torbay M.C.
	R. Andrews	Ross & D.M.S.C.
	C. Andrews	Ross & D.M.S.C.
	E. Moton	Woolbridge M.C.
	M. Moton	Woolbridge M.C.
	R. Hutchings	Minehead M.C.
	R. Murch	N.Devon M.C.
	J. Barthram	N.Devon M.C.
	R. Pole	Holsworth M.C.

87/15 APOLOGIES FOR ABSENCE were received from W. G. A. Penhale (Chairman) to whom Council expressed it's best wishes for a speedy recovery. S. Woodall (Vice Chairman), M. Halliday (Rights of Way Officer), M. Furse (S.O.D.C.), H. W. Tucker-Peake (M.C.C.), K Pettit (Crane Valley M.C.), H. Viertel (Camel Vale M.C.).

87/16 MINUTES OF THE LAST MEETING (17th May 1987) were signed as a correct record of the meeting by A. Foster.

#### 87/17 MATTERS ARISING

- a. 87/6. The Organisers Handbook had not yet been revised.
- b. 87/7. The Secretary drew attention to the series of misprints in the RAC MSA Club News and Competitor News about the Revised Class Structure. The Secretary would endeavour to ensure that these misprints were corrected in the 1988 Year Book.

ACTION - SECRETARY

- c. 87/11. The Secretary updated Council in respect of the problems in Derbyshire. Regretably the V.S.C.C. have resigned from the Association even though the Clerk of the Course was most constructive. The RAC MSA had written to the V.S.C.C. in the strongest terms emphasising the current legal and MSA requirements in respect of "classic trials" even though such events may be called "Sporting Trials" by the V.S.C.C.
- d. 87/5. The date of the forthcoming Torbay Trial was confirmed as 13th December 1987 with the date of the 1988 event to be advised as soon as possible.

ACTION - TORBAY M.C.

- e. 87/5. Silverton M.C. advised that their trial of 25th September had to be cancelled in view of Footpath & Bridleway problems with Devon C.C. The R of W Officer had been advised. Roger Pole of Holsworthy M.C. had a useful contact in Devon C.C. in respect of such matters.
- f. 87/7b. The Secretary advised Council of the new Regulation formulated by the RAC MSC Autotests & Trials Committee following the recent problems in respect of cars fitted with modified torque biasing differentials.  
 QK 1.5.1 "Be fitted with NON-TORQUE BIASING DIFFERENTIAL in full and free operation between the driving wheels (it is not permitted to fit any form of differential that was originally offered by its Manufacturer as Torque-biasing whether fitted in modified form or not) unless:-  
 a) a differential was not fitted by the manufacturer.  
 b) the vehicle is restricted to running in a nominated class."

It was stressed that when the differential was tested with the current "jacking up" test, the car must be in NEUTRAL

87/18

ACCOUNTS FOR THE YEAR ENDING 30th JUNE 1987

The Accounts were adopted. Proposed by Launceston & N.C.M.C. Seconded by Holsworthy M.C.  
 The Championship Accounts had not been presented at the meeting.

ACTION - CHAMPIONSHIP SECRETARY

ELECTION OF OFFICERS

- a. Chairman : W. G. A. Penhole - Proposed Shenstone, Seconded Bristol.
- b. Vice Chairman : B. Cope - Proposed Shenstone, Seconded Torbay. (B. Cope then took the Chair for the remainder of the meeting.)
- c. Secretary : J. West - Proposed Shenstone, Seconded Holsworthy.
- d. Treasurer : A. Foster - Proposed Shenstone, Seconded Launceston.
- e. Championship: With reference to Simon Woodall's paper to Council, (Secretary): it was proposed by Bristol and seconded by Ross that this post be divided into three.

SIX CLUBS IN FAVOUR ONE AGAINST. Motion Carried

The following were Proposed by Holsworthy, Seconded by Minehead.

- (i) Administrator - J. Vowden
- (ii) Scorer - S. Woodall
- (iii) Quality Controller - K. Green

SIX CLUBS IN FAVOUR NONE AGAINST.

f. RAC MSC Trials Committee Representative.  
W.G.A. Penhold Proposed by Bristol, Seconded by Launceston.  
Note: In view of only one candidate for each post, a Secret Ballot according to Rule 8 was deemed unnecessary.

STOP & RESTART TESTS

In view of Camel Vale M.C. raising this issue directly with the RAC MSC Autotests & Trials Committee, Council have been asked by the Committee to forward its views especially with regards to the desirability of an RAC MSA definition of such tests.

Bristol noted that there were many types of such tests eg. Stop & Go. Double Restart, etc, etc, that a definition was not necessary. Generally this view was the view of Council and that no definitions should appear as an RAC MSA regulation. Nonetheless, it was stressed that DETAILS OF TESTS had to be clearly printed in FINAL INSTRUCTIONS or WRITTEN NOTICE to all competitors.

Shenstone asked "What should happen if a car locks up and slides back?" Torbay asked "Should there be a time limit?"

It was agreed that A. Foster would coordinate my input and would submit a Paper for Discussion at the next meeting with a view to a new section in the revised Organisers Handbook.

ACTION : TREASURER



87/21

#### MINIMUM WEIGHT FOR SPECIALS

This item had again originated from the RAC MSC Autotests & Trials Committee and Council, views were urgently sought.

Bristol stressed the difficulty of policing such a regulation and noted that in a tough classic trial a very light machine might not be appropriate.

Torbay disagreed and noted that an NTF car is suitable and does last the distance. They agreed that a minimum weight is desirable as it was important to discourage NTF type cars in classic trials. Bristol felt that some current genuine classic trials cars could be excluded by a weight limit if a sensible limit were not agreed.

Finally Holsworthy felt that if a car was legal on the road, then it was acceptable to the sport.

It was agreed that no minimum weight limit regulation was recommended by Council.

ACTION : SECRETARY

87/22

#### SAFETY IN OPEN CARS

Sherstone classified that they were concerned with safety in Buggy Type vehicles rather than all cars. This was endorsed by Bristol who stressed that older cars and Morgan 4/4 four seaters could be disadvantaged.

Ross felt that both front seats should be occupied in ALL cars, although Holsworthy stressed that rear seating of crew was the only way some cars can obtain grip.

Launceston asked if there was a case for requiring cars in Classes 7 & 8 only to have both front seats occupied. Should a "seat" be properly upholstered? Would cars restricted to front seating of crew have increased ballast to compensate? Would this be more dangerous? Would buggies tip over? Torbay considered that if this was a possibility, the observed section was too dangerous anyway. On a camber, a rear seat passenger can aid safety by transferring weight by moving from side to side.

The following was Proposed by Launceston and Seconded by Ross "Competitors in Class 8 must have BOTH front seats occupied on all observed section and tests."

FIVE CLUBS IN FAVOUR, TWO CLUBS AGAINST, ONE ABSTENTION

It was felt that a rear engine special has an advantage and needs limiting but Torbay designed in principle in view of the trials performance potential of a road going NTF car.

MEMBERSHIP APPLICATION FROM NORTH DEVON M.C.

John Barthram and Rodney Merch were attending on behalf of North Devon M.C. and addressed Council.

North Devon M.C. was formed in about 1926 and are now largely concerned with Speed Events and PCT's. Classic trials had disappeared from the club calendar but they now wanted to re-establish the sport in the club. The club was running an event in three weeks time on a CLUBMANS PERMIT. The club was proposing classic trials on 31st January 1988 (R) 25th September 1988 and these dates had already been submitted to ASWMC.

The club headquarters were in Barnstable with a membership of about 180 with some active classic trials competitors.

The only reservation Council expressed was the name of the North Devon M.C. event as THE EXMOOR TRIAL. Whilst it was appreciated that this was the name of an old event it might cause confusion with the Minehead M.C. EXMOOR CLOUDS TRIAL.

It was Proposed by Holsworthy and Seconded by Minehead M.C. that North Devon M.C. be elected to membership of the Association.

87/24

CHAMPIONSHIP SECRETARY'S REPORT

In the absence of S. Woodall, there was no report although the Secretary was asked to stress that the ACTC promote a SERIES rather than just a CHAMPIONSHIP. This policy had been formulated to emphasise the number of non championship classic trials.

87/25

THE MEANING OF "CONFIGURATION" IN QK 2.4a(QK 2.4.1)

The Treasurer asked whether "Configuration" included valve gear eg OHV, OHC as well as cylinder configuration. Under current regulations, can a Triumph T500 cc engine be fitted to an early MG Midget?

The matter was referred to the Technical Panel.

ACTION : TECHNICAL PANEL

87/26

SEVEN DAY PROTEST PERIOD

The M.C.C. recommended the value of the seven day protest period in view of the distance travelled by a number of competitors in getting to and from classic trials.

Generally this found support. Bristol noted that the first car could have a six hour wait at the finish for results. Torbay supported this claiming that mistakes cannot be clarified, checked or rectified with a half hour protest period.

Launceston reminded Council that they already operated a seven day protest period and felt that it caused less stress all round.

Woolbridge like to present awards on the day of the trial and only a half hour protest period is therefore appropriate in such a case.

Holsworthy noted that there could be problems with technical examination of vehicles with a half hour protest period.

The Vice Chairman summed up by reminding Council that local conditions clearly apply but the Treasurer considered that the revised Organisers Handbook could outline the respective advantages of the seven day and half hour protest periods.

ACTION : OFFICERS (ORGANISERS HANDBOOK)

87/27

#### FIRE EXTINGUISHERS

Ross felt that Classic Trials cars should confirm to rally technical regulations in respect of Fire Extinguishers QM 3(a)(iv). The Secretary stressed the nature of these regulations, being a problem in terms of bulk and cost of equipment. Woolbridge quoted an example of a series of fires on classic trials.

Bristol noted the advantages of CO 2 type extinguishers that double as tyre inflators.

Torbay felt that a fire could be largely prevented if scrutineers checked the security of fuel lines. The secretary, often a scrutineer, agreed and noted that insecure fuel lines were relatively common on trials cars.

From a pragmatic standpoint, it was agreed that competitors should be recommended in SR, to carry fire extinguishers.

ACTION : ALL DELEGATES

87/28

#### RESTRICTED STATUS TRIALS

In order to ensure that non championship contenders have access to all classic trials, it was agreed that all member club competition Secretaries shall be on the Mailing List.

ACTION : CHAMPIONSHIP ADMINISTRATOR

87/29

#### TWO CATEGORIES OF ASSOCIATION MEMBERSHIP

Bristol felt that it would be unfair if non organising clubs, currently with a Council vote, have the power to influence the sport.



Holsworthy, whilst like most organising clubs agrees with this sentiment, felt that action was not necessary at this time as there did not appear to be a problem at the moment. Nonetheless all clubs felt that this matter should be kept under constant review.

87/30 RIGHTS OF WAY OFFICER'S REPORT

This was deferred to the next meeting in the absence of the Rights of Way Officer. Nonetheless organisers attention was drawn to RAC MSA Regulations J 6.3.

87/31 CHANGES IN RAC MSA REGULATIONS FOR 1988

The Secretary drew Council attention to:-

- a) The New Class Structure.
- b) The Revised Index of Performance Regulations (for those who use IOP)
- c) The ~~remaining~~ <sup>renaming</sup> of the RAD as the "Competition and Trials Route Authorisation Department".

ACTION : ALL DELEGATES

87/31 ANY OTHER BUSINESS

- a) Bristol complimented Brian Cope on his new Wheelspin trials magazine.
- b) Bristol demonstrated a Stop & Restart Timing Device.
- c) Launceston asked when the Organisers Handbook was going to be updated.
- d) MCC appealed to all competitors to complete Entry Forms correctly.
- d) Torbay asked that Council should formulate a policy at its next meeting, concerning whether competitors should be penalised or not if markers were struck.

87/33 DATE OF THE NEXT MEETING

Sunday 15th May 1988 at the Bung Inn, Redhill, Wroughton, Avon. Map reference 172/513640 commencing 14.15. This meeting is the Dates Meeting.

John West  
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- SECRETARY