

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 15th May 1988

PRESENT:	W.G.A.Penhale	Chairman
	C.B.Cope	Vice Chairman
	J.West	Secretary
	A.Foster	Treasurer
	J.Vowden	Championship Secretary
	K.Green	Championship Monitor
	S.Woodall	Championship Scorer & V.W.O.C.
	K.Buckle	Bristol M.C. & L.C.C.
	H.W.Tucker-Peake	M.C.C.
	M.Furse	M.C.C.
	A.Webb	Woolbridge M.C.
	S.Webb	Woolbridge M.C.
	W.Heath	Crane Valley M.C.
	P.Wilson	Crane Valley M.C.
	D.Barber	MG Octagon C.C.
	S.Tucker	Stroud & D.M.C.
	E.Hayward	Stroud & D.M.C.
	J.Barthram	North Devon M.C.
	N.Forrest	Ross & D.M.S.C.
	R.Andrews	Ross & D.M.S.C.
	B.Selkirk	V.W.O.C. (UK)
	B.Cooper	Sheffield & Hallamshire M.C.
	M.Jones	Sheffield & Hallamshire M.C.
	A.Vowden	Torbay M.C.
	D.Vowden	Torbay M.C.
	H.Viertel	Camel Vale M.C.
	R.Pole	Holsworthy M.C.
	A.Grassam	M.G.C.C.
	R.Moore	Launceston & N.Cornwall M.C.

88/1 APOLOGIES FOR ABSENCE were received from M.Halliday (Rights of Way Officer), J.Hayes (Bristol M.C. & L.C.C.), P.Allen (Camel Vale M.C.) and J.Wood (Holsworthy M.C.).

88/2 MINUTES OF THE LAST MEETING (6th September 1987)
were ammended in that a. M.Furse was an M.C.C. delegate and NOT S.O.D.C.
and b. Minute 87/22. The following words were added
to the proposition "- and driver and
passengers shall remain entirely within the
roll cage where one is fitted."

The Minutes were then signed as a correct record of the meeting.

88/3 MATTERS ARISING

- a. B.Cope noted that the Financial Report for the Championship was not presented at the last meeting. This is now available and when Jenny Vowden was appointed Championship Secretary the balance was £624 less £527.90 for printing of Regulations.
- b. B.Cope also noted that the Organisers handbook has not yet been revised.

ACTION: OFFICERS

- 88/4 FINANCIAL REPORT
The Treasurer reported £327.87 in hand with some clubs' subscriptions being outstanding. The Treasurer recommended that the level of subscription remain constant.
- 88/5 DATES FOR CLASSIC TRIALS IN 1989
See attached Calendar.
- 88/6 STOP & RESTART TESTS
The secretary outlined the cause of the current problems when a Restart type test was included in a trial as a late addition but was not supported either by a written notice to all competitors or an "official notice" as required by the RAC MSA regulations. Attention was drawn to Appendix C with the Agenda being a "good practice" document prepared by A.Foster. H.W.Tucker-Peake reminded Council that a RESTART test is untimed (in effect a tougher start line) and a STOP & RESTART test is timed. VW noted that disallowing ANY rearward movement i.e. matchbox crushing, imposes a burden on the marshals who would be required to judge the fact. It should be the decision of each organiser as to whether any rearward movement is allowed. M.C.C. felt that a vehicle should be penalised if it rolls out of a "box" with the Chairman noting how this prevents large holes being dug on a restart line and being easier to judge. Woolbridge felt that it was important for each test to be of uniform nature for all competitors with the modus operandi being of lesser significance. The Chairman reminded Council that we were concerned with a "good practice" rather than a strict definition which had already been rejected by Council. This was supported by Torbay who stated that organisers must run their own trials to suit their own circumstances. Holsworthy stressed that the important point was SOUND WRITTEN INSTRUCTIONS for each test that were explained to the marshals and were adhered to! Silverton added that experienced marshals were necessary for Restart Tests with Shenstone noting that the Section Chief Marshal was the key man in this respect. It was concluded that recommendations for tests on observed sections should appear in the ORGANISERS HANDBOOK.
- ACTION: THE OFFICERS
- 88/7 SEATING POSITION IN CLASS 8 CARS
The Secretary outlined the current situation and noted that he had received a lot of correspondence objecting to the position taken by Council. VW stated that roll over bars had become a new issue and it should simply be whether or not the passenger/navigator should occupy the front seat in Class 8. VW claimed there was little difference in trials performance potential with front or rear seated passengers and little effect on safety. The Chairman questioned whether ballast would be added to buggies if the passengers were front seated and thereby making them more unstable on the highway. Ross confirmed support for the original proposal noting that now buggies compete with other front engine specials, they should conform

to front seating with ballast being an irrelevant issue. Torbay asked Council to consider the safety record of buggies in classic trials - there was no evidence of problems in the past. Camel Vale suggested that any Class 8 vehicle of less than 90" wheelbase should be considered as "short wheelbase" and consequently be defined as a 2 seater (side by side!).

Crane Valley were suspicious that any regulation change was sought on the basis of safety.

Shenstone were concerned with the public perception of the sport and felt that rear "seated" passengers in Class 8 were unacceptable in this respect.

N.Cornwall agreed with Shenstone and supported their proposals on SPORTING grounds in addition to SAFETY in order to restrict the trials performance potential of rear engine specials & buggies. N.Cornwall felt that there was merit in the Camel Vale suggestion. They also felt that Class 8 should not be encouraged in classic trials as the events are being changed dramatically in order to cater for them at the expense of other classes and the traditional format of "road" type sections.

It was finally Proposed by V.W.O.C. and Seconded by Crane Valley M.C. that Resolution 87/22 be deleted.

SIX CLUBS IN FAVOUR, NINE CLUBS AGAINST.

The stance of the Council remains unchanged and a recommendation be made to RAC MSC Trials & Cross Country Committee.

ACTION: CHAIRMAN & SECRETARY

88/8 MARKERS IN CLASSIC TRIALS

The Secretary noted that some organisers penalise for striking markers whilst others do not. Holsworthy stated that markers can be put out of the way and should not be struck but some sections need the markers to designate the acceptable route.

Council agreed that no action was needed as organisers wanted the flexibility but it was important to stress that if NO PENALTY was to be imposed for striking markers THIS MUST BE STATED IN THE SR's (to over-rule the RAC MSA standing regulation).

ACTION: ALL DELEGATES

88/9 CHAMPIONSHIP REPORT

The Championship Secretary reported 130 Registered Contenders at the current time. There was £448 in the Deposit Account and £52.63 in the Current Account.

She stressed the importance of sending SR's to ALL CONTENDERS as this was a CHAMPIONSHIP REQUIREMENT noting that some organisers are not currently complying.

Ross were criticised by some delegates for taking entries by ballot instead of "First come, first served".

The Vice Chairman noted that it was a healthy sign that the trials are over subscribed with a large number of contenders.

The Secretary asked if the new applications for Championship status were satisfactory. Applications were received from Torbay, N.Devon and Silverton. Council mandated the Chairman to investigate and make

a final decision for inclusion in the 1989 Championship as the Regulations were due for printing shortly.

ACTION: CHAIRMAN

88/10 SIX AGENDA ITEMS FROM THE CHAMPIONSHIP SECRETARY

- a. Formal Navigators Championship. (Other than Rest and Be Thankful Award). This was agreed. Proposed Silverton. Seconded N.Devon.
- b. A trophy for the Navigators Championship was kindly donated by Woolbridge M.C.
- c. It was agreed that car sticker badges should have the appropriate year printed on them.
- d. Mailing Lists. There is considerable waste at present and consequent high costs. The Championship Secretary encouraged clubs to require competitors to send 2 Stamped Addressed Envelopes for Final Instructions and Results. This would save on wasted labels. Consequently, if a club only requires one set of labels they are requested to contact the Championship Secretary.

ACTION: ALL DELEGATES

- e. Championship Newsletter.
It was agreed to send a Newsletter to contenders. It was felt that this would not affect the circulation of Wheelspin Magazine, the content of which was considered excellent and taken by 95% of contenders.
- f. It was not considered desirable to investigate standardised SR's for all championship rounds as there were too many variables with such a wide variety of classic trials.

88/11 INDEX OF PERFORMANCE

Silverton noted that if classic trials used Index of Performance, production cars would have a chance of the overall award. Bristol noted that I.O.P. was confusing. S.Woodall had recalculated the results of this year's events using the new RAC MSA I.O.P. formula. In 2 out of the 4 events there was no difference in the overall winner.

It was noted that some clubs already award the Overall Award on I.O.P. but this was disregarded for championship scores.

It was Proposed by Camel vale and Seconded by Silverton that Index of Performance for the Wheelspin League of the Championship be considered by Council at the next meeting.

SEVEN CLUBS IN FAVOUR, EIGHT CLUBS AGAINST.

88/12 M.C.C. TRIALS AS CHAMPIONSHIP ROUNDS

H.W.Tucker-Peake outlined the history of the inclusion of the M.C.C. trials into the Championship in response to the Camel Vale proposition that M.C.C. rounds be removed as Bonus Rounds from the Championship. He noted that the Association had approached the M.C.C. for inclusion of these long standing events as bonus rounds. The M.C.C. as a member club had provided substantial funds for Championship Awards. M.C.C. had previously refused similar requests eg from Chester M.C.

The Vice Chairman outlined how helpful M.C.C. had been in establishing the Championship and noted that M.C.C. events are an integral part of classic trials.

The Championship Scorer noted that two thirds of ALL events (including M.C.C.) count to a contenders points score and that M.C.C. trials are not "extra" events as they used to be. Consequently many delegates felt that the Camel Vale assertion was not entirely correct.

N.Cornwall & Holsworthy felt that M.C.C. events were absolutely vital if the Association Championship were to be regarded as the National Classic Trials Championship.

The Proposition by Camel vale, Seconded by Silverton to remove M.C.C. trials as Bonus Rounds of the Championship was considered.

TWO CLUBS IN FAVOUR, ELEVEN CLUBS AGAINST (M.C.C. ABSTAINING)

It was Proposed by Holsworthy and Seconded by Bristol that the current "evolved" scoring system in relation to M.C.C. events be continued i.e. two thirds of ALL events including M.C.C. to count.

THIRTEEN CLUBS IN FAVOUR, NONE AGAINST (M.C.C. ABSTAINING)

88/13 APPLICATION OF SHEFFIELD & HALLAMSHIRE M.C. FOR ASSOCIATION MEMBERSHIP

Brian Cooper & Mary Jones explained that Sheffield & Hallamshire M.C. caters for cars and motor cycles in many types of motor sport but not yet classic trials (again!) having been formed in 1904. The club proposes to organise a classic trial in North Derbyshire and will include motor cycles.

It was Proposed by M.C. and Seconded by N.Cornwall that the Club be elected to membership of the Association.

ALL CLUBS IN FAVOUR

The only reservation expressed by Council concerned the over use of any current observed sections in Derbyshire eg Bamford Clough. The club were asked to liaise with the other clubs currently using Derbyshire for trials routes i.e. M.C.C. and S.O.D.C.

88/14 TYRE PRESSURE LIMITS

Camel vale introduced this item claiming that Tyre Pressure Limits even out performance potential across the classes.

In the Camel vale event Classes 6,7 & 8 will run at 10 p.s.i. Ross tried it on the Kyrle Trophy Trial with 15 p.s.i. in the same classes. This appeared to be accepted by the competitors and it achieved the objective of achieving some differential results as opposed to a lot of clean sheets with special test times being vital. Ross will continue with this policy.

M.C.C. felt that each organiser should decide whether tyre pressure limits were appropriate to their event.

N.Cornwall reminded Council anent the difficulties of policing tyre pressure limits.

Council was happy with the status quo i.e. any tyre pressure limit is

the decision of individual organisers.

88/15 NEW CLASS STRUCTURE

Council expressed its thanks to Mike Furse and Alan Foster for their enormous amount of work to produce the CLASS 7 Specification Sheets. David Alderson's car "Shorty" has been classified into Class 7 by the Technical Panel.

M.G.C.C. claimed that owners of pre 1941 MG cars were dissatisfied with the banning of radial tyres in Class 2 from 1989 onwards.

88/16 RIGHTS OF WAY

- a. The Secretary outlined the current conflict between the 4 X 4 fraternity and the motor cycle fraternity and attended a LARA seminar where this appeared to be a strong issue. The TRF will support Traffic Restriction Orders that exclude Motor Cycles only from the order i.e. 4 X 4 would be banned. All Clubs need to be aware of this and should a situation occur locally, then it would be important to INCLUDE RAC MSA and/or ACU authorised trials to be included with motor cycles as an exemption in a TRO. Otherwise classic trials would also be banned on such highways.

ACTION: ALL DELEGATES

- b. The Secretary also summarised the Countryside Commission's policy to "finalise" the status of all rights of way by the end of the century. To this end they are
- (i) Surveying computer selected grid squares for current RoW.
 - (ii) Funding extra RoW officers for the County Councils.

Consequently, both the Rights of Way Officer and the Secretary fear the possibility of further applications for downgrading some of our sections that currently enjoy vehicular rights.

Once again all clubs were asked to be specially vigilant for "notices" on the lanes themselves and also in the "Public Announcements" in their local newspapers.

ACTION: ALL DELEGATES

88/17 ANY OTHER BUSINESS

- a. Woolbridge M.C. Date Change. The Woolbridge Hardy Classic will change from 6th May 1988 to 4th December 1988.
- b. Is the word "Configuration" a problem in the current QK 2 formula?
Council did not feel there were any problems at the present.
- c. RAC MSC Trials Open day 24th May 1988.
- d. Jenny Vowden offered to co-ordinate the revision of the Organisers' Handbook.

88/18 DATE, TIME & PLACE OF NEXT MEETING

Sunday 4th September 1988 at the Bung Inn, Redhill, Wrington, Avon commencing 14.15. This is the Annual General Meeting.

John West. Secretary.

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