

ASSOCIATION OF CLASSIC TRIALS CLUBS

Minutes of the Council Meeting of the Association of Classic Trials Clubs held at The Pelican public house, Chew Magna, near Bristol on Sunday, 22nd April, 1990.

PRESENT : W.G.A. Penhale	Chairman
R. Pole	Vice Chairman + Holsworthy MC
D. Alderson	Secretary
J. Vowden	Championship Secretary
J. Templeton	Quality Controller
H. Viertel)	Camel Vale MC
P. Allen)	
J. Wood	Holsworthy MC
A. Vowden	Torbay MC
C. Webb)	Woolbridge MC
S. Webb)	
M. Tooth	Bristol MC + LCC
R.W. Andrews	Ross + DMSC
E.T. Haywood)	Stroud + DMC
K. Hobbs)	
J. Aley)	MCC
H.W. Tucker)	
Peake)	
J. West	By invitation
R. Moore	Launceston + N Cornwall MC
R. Grimwood)	Silverton MC
B. Mitchell)	
B. Cooper)	Sheffield + Hallamshire MC
M. Jones)	
B. Cope)	Shenstone DCC
M. Chatwin)	
G. Marshall	S.O.D.C.
R. Hutchings	Minehead MC

- 90/01 **APOLOGIES FOR ABSENCE** were received from A. Foster, Treasurer, S. Woodall, Championship Scorer, Martin Halliday, Rights of Way Officer, N. Ryle, VWOC, J. Barthram, North Devon and K. Buckle, Bristol MC and LCC.
- 90/02 **CHAIRMAN** opened by revising running order of Agenda in order to keep Championship only matters to the end of the meeting
- 90/03 **MINUTES OF THE LAST MEETING** (3rd September 1989). It was pointed out that the presence of J. Wood, delegate for Holsworthy MC, had not been shown on the minutes. It was also pointed out by B. Cope that no mention of the previously discussed LFPA was made in the minutes.
- 90/04 **MATTERS ARISING**
- 90/04/01 **PUBLICATION OF VOTING FIGURES.** B. Cope was concerned that the minutes of the previous meeting did not record the voting numbers. R. Moore thought that secret ballot figures should not be shown but the Chairman advised that in future votes would be shown and B. Cope agreed that this would protect Officers, etc. in future, adding a rider that he was not sensitive about the voting figures from the previous meeting, only concerned that they should be shown.
- 90/04/02 **CLASS 2 TYRES.** R. Moore apologised that his letter on Class 2 tyres had been late going out but promised that the response would be available for the September meeting.
- 90/04/03 **WEEK NUMBERING.** R. Moore questioned the results of the RAC MSA trials and Cross Country Meeting discussion on week numbering. The Chairman reported that the RAC had raised no objection to ACTC adopting this system, but did not suggest that RAC MSA would be adopting a system of their own in the foreseeable future. Therefore it was proposed by Launceston and seconded by Shenstone that the ASW MC week numbering system should be adopted by ACTC. This was unanimously agreed by delegates, to be put into immediate practice, with the exception of the MCC Land End Trial whose date is dictated by Easter.
- 90/04/04 **RIGHTS OF WAY FIGHTING FUND.** R. Moore stated that Launceston had now paid their contribution to the Rights of Way Fighting Fund.

90/04/05 **SUPPLY OF COPIES OF ACTC RULES.** J. West raised a query as to whether the Secretary's file copy of the original ACTC constitution included the amended Rule 8 as per the booklet issued on behalf of ACTC by B. Cope. The Secretary was to check this matter and report.

90/05 **FINANCE REPORT.** The Secretary, in the absence of the ACTC Treasurer, read the Treasurer's Report, which stated that the ACTC current account stood at £62.85 and that the deposit account stood at £624.59, including £220.00 from the Rights of Way Fund. Subs. were outstanding from the Morgan Sports CC and Minehead MC. Rights of Way contributions were outstanding from Morgan Sports CC, Minehead MC, Sheffield and Hallamshire MC, Bristol LC and LCC, VWOC and Torbay MC. The Secretary also advised that there were outstanding expense claims amounting to circa £200.00 and called for any other expense claims which may be outstanding to be submitted immediately. B. Cope asked if there were any recommendations from the Treasurer for changes to the ACTC's finance structure. The Secretary reported that none had been advised. the Treasurer is requested to make any relevant recommendations before the next full Council Meeting.

90/06 **DATES FOR FUTURE EVENTS.** The Championship Secretary submitted a detailed events calender for the 1991 trials year. This included championship and non-championship events and the MCC trials and used the ASW MC week numbering system for clarity. B. Cope expressed his thanks to the Championship Secretary for the way that this matter had been dealt with.

It was brought to the attention of delegates that the three trials taking place in Derbyshire had dates which were considered to be too close in proximity to each other. These events were the SODC Derbyshire Conquest Trial, the Sheffield and Hallamshire White Peak Trial and the MCC Edinburgh Trial. It was discussed that Derbyshire is a sensitive area and that it is in the interests of ACTC to impose some kind of self discipline in order to protect it's events in future. J. Alef for MCC wished it to be recorded that the MCC efforts by continuing to run the Edinburgh Trial through the doldrum years of the 1960's and early 1970's, had helped to keep the sport alive and should surely give the MCC some precedence over dates in the Derbyshire area. This was not disputed but the Chairman requested that all three Clubs' Clerks of Course must liaise with each other closely to discuss the peculiar problems of P.R. and

access in the Peak District, and ensure that their actions are always in the best interests of the sport in that area.

90/07

RAC MSA OPEN DAY. The Secretary reported that RAC MSA had decided in future to abandon the previously poorly attended so called "Open Days" at Trials and Cross Country Committee Meetings, but had proposed to send senior delegates from the Committee and Officers of the RAC MSA to attend regional Association meetings and events, etc., in an effort to make themselves more accessible to the grass roots competitor. Asked if delegates would like an invitation to be extended to RAC MSA for one of their Officers to attend a full ACTC Council Meeting in order to see the ACTC democratic process in action, B. Cope and A. Webb were very much against this idea. The Chairman and J. Aley, representing MCC, suggested jointly an informal meeting should be arranged between themselves and J. Quenby, the new Director of Motor Sport at RAC MSA. This was generally agreed although B. Cope once again questioned what the ACTC would gain from such a meeting. Therefore Launceston proposed that the permanent appointment of ACTC delegates to the RAC MSA Committee should be discussed. This was seconded by Silverton and all were in favour. MCC proposed that the ACTC Rights of Way Officer should be present at any meeting which the Chairman and Mr. Aley attended with RAC MSA. This was seconded by Shenstone, all were in favour.

90/08

RIGHTS OF WAY OFFICER'S REPORT. In the absence of the Rights of Way Officer, the Secretary read his Report. The Secretary also mentioned a matter which the Rights of Way Officer had raised with Kit Car Magazine who had published an editorial attacking the 750 Motor Club in particular, and classic trialling in general. Launceston proposed that a letter from ACTC should go to Kit Car Magazine in support of the Rights of Way Officer's correspondence which had been addressed to the Magazine on behalf of the 750 Motor Club. This was seconded by Shenstone with a rider that the letter should only be sent after publication of the Kit Car Magazine Editor's promised withdrawal.

90/09

TECHNICAL PANEL STRUCTURE. The previous Council meeting had included a proposal to re-structure the ACTC Technical Panel and the Secretary asked for delegates comments on this matter. The Vice-Chairman opened by expressing a vote of thanks to M. Furze who had now indicated his desire to resign as the MCC representative from the Technical Panel. Mr. Furze had been instrumental in stating the technical specification for Kit Car in Class 7. R.

Moore thought that the Technical Panel was constituted to classify cars competing in classic trials. The Secretary replied that it was the constitution of the Technical Panel itself that was being questioned, not it's purpose. The Vice-Chairman suggested that the constitution of the Technical Panel should be left alone, at least until the September Council Meeting. The Chairman supported this view.

J. Alely asked if some attention could be paid to the speed with which the Technical Panel's findings and recommendations were distributed to Member Clubs of the ACTC. B. Cope suggested that Wheelspin could be used to assist in this matter. The Secretary suggested that bi-annual meetings of the Technical Panel and ACTC Officers should take place at an interval midway between the two full Council Meetings. This would speed up the process of implementing recommendations and ruling changes. The idea was proposed by Launceston, seconded by Holsworthy and Bristol and all were in favour. The Technical Panel had met in October and recommended the following points:

1. That no four wheel drive production saloon cars should be permitted to compete in classic trials and that no efforts should be made to make a class to cater for these vehicles.
2. The Technical Panel was concerned regarding the appearance of some competing cars. The Secretary expanded on this point by mentioning the new practice of carrying three spare wheels, one particular saloon car which had been seen with it's exhaust roof mounted, and the extremely shabby appearance of certain class 8 specials which appeared to have been dragged out at the last minute to start an event rather than carefully prepared for the season of trialling. The Technical Panel would definitely be making rulings on these matters for the September meeting.
3. From 1st January, 1991, side valve Dellovs in their original and unsupercharged form should be accepted into class 7.J. West requested that consideration should be given to side valve Dellovs being allowed to have modified rear axles in order to avoid constant axle failure. It was agreed that the Technical Panel would look closely into this matter and issue a clear specification.

90/10

DTP (MOT) TEST CERTIFICATES. In view of the RAC MSA's ruling on production of test certificates for trials cars at scrutineering, there was much discussion from the floor as to the requirement for the production of originals or photo copy certificates. The MCC pointed out that it had agreed to accept photo copies, particularly from it's motor cycle entrants, in view of the difficulty that arises in keeping documents in a readable condition on a wet night. It was pointed out that ruling OK 2 clearly states that the current certificate must be produced at scrutineering and it was therefore agreed that originals only should be accepted by scrutineers on ACTC events.

90/11

ANY OTHER BUSINESS - NON-CHAMPIONSHIP. Bristol MC and LCC brought to the attention of the meeting another apparent infringement of route authorisation and the use of public routes for motor sport events without RAC MSA authorisation by the Vintage Sports Car Club. The VSCC's recent Wessex Trial used a section known to ACTC, "Travers". This section has been opened up for trials use in recent years by Bristol MC and LCC. The VSCC's event caused considerable congestion and quite some bad feeling in the area of the section, and M. Tooth of Bristol requested that this matter should be taken before RAC MSA Trials and Cross Country Committee by the ACTC delegates. This was proposed by Shenstone, seconded by MCC, all in agreement.

At this point the meeting broke for tea between 17.30 hours and 17.45 hours, and delegates from Clubs who were not involved in the running of ACTC Championship events were free to leave the Meeting.

90/12

ACTC CHAMPIONSHIP REPORTS.

CHAMPIONSHIP SECRETARY'S REPORT The Championship Secretary reported that by the date of the meeting, 137 members had registered with the ACTC championship as drivers. This was approximately 10 up on the 1989 registration at this date. Passengers registered for their separate championship now totalled 39, as against 26 at the same time last year. The Championship Secretary confidently expected that the total number of registered drivers for 1990 would exceed 140 by the end of the year. The Championship account balances were, at the 30th March, showing a current account of £278.48 and deposit account of £852.55.

CHAMPIONSHIP SCORER'S REPORT. In the absence of the Championship Scorer, the Secretary advised that the Championship Tables as published in the May edition of Wheelspin Magazine would be up to date and include the Ross and DMC Kyrle Trophy Trial which was the mid year break point. In addition, these tables would also be published in the Championship Secretary's Mid-year Newsletter.

CHAMPIONSHIP MONITOR'S REPORT. The Championship Monitor reported that the established system of appointing observers from within the entry of each event had worked well during the 1989/90 season. So far only the observers report for the Clee Hills Trial had failed to be reported to the Monitor. Copies of all observers reports had been report to the organising clubs for their guidance. The Championship Monitor made the following recommendations which he had compiled from the evidence of the observers reports:

1. Organisers should ensure that their route cards are presented in a simple to follow manner with clear print in large lettering.
2. Scrutineering should be tightened up to include consideration as to the appearance of competing vehicles, and some system for recording repeated presentation of scruffy or ill-prepared vehicles would possibly be instigated in future.
3. Organising Clubs are urged to continue to pay close attention to the P.R.ing of their trials routes.
4. Organising Clubs are requested to try to start and finish their events at the same location. This is preferred by most competitors.
5. There was much criticism amongst competitors of the use of long, fast time tests on tarmac where the majority of trials cars proved to be unsuitable and unsafe in such conditions.
6. Organising Clubs are requested to make efforts to ensure that their marshals maintain a level of consistency and to ensure that experienced marshals should always be used in locations where possible contraversial decisions have to be made, leaving the less experienced marshals in other locations.
7. Organising Clubs must pay attention to signing on arrangements. There have been one or two instances of inadequate arrangements causing

long queues standing outside, often in cold and wet conditions.

8. The SODC Derbyshire Conquest Trial had been heavily criticised. Possibly the Club's problems arose from the fact that it is attempting to run it's event 150 miles away from it's base. Certainly the organiser on behalf of SODC is desperately in need of additional help
9. Sheffield and Hallamshire MC White Peak Trial had been given extremely favourable reports for the past two years, and it was now recommended that this event should be included in the 1991 ACTC Championship.

B. Cope called for a resting of the SODC Derbyshire Conquest Trial from the 1991 Championship. In addition to the unfavourable observers report, Mr. Cope took delegates through the results sheet which carried numerous errors and was certainly not up to the standard normally expected on an ACTC Championship round. In fact, in order to record contenders results from the SODC trial, Mr. Cope and the Championship Scorer together had had to carry out a complete analysis of the results to arrive at the true class and overall positions.

J. West was concerned about the deletion of the SODC trial, giving a geographical bias once again to the South Western part of the country. A. Webb asked how many Members SODC had. G. Marshall for SODC replied 140, amongst which were only five trials members. On advice from J. West, the Secretary suggested that the SODC event may be better re-located in the North Cotswold area and run as a non-championship event for observation with a view to inclusion into future championships. This would allow SODC to operate closer to their home base and would possibly alleviate their problems relating to manning levels in the organising team. J. West offered to assist the SODC in locating suitable sections in the North Cotswold area

Torbay MC proposed that the Sheffield and Hallamshire MC White Peak Trial be included, in the 1991 championship, that a rider be added regarding the special test regulations which must be made clear in future events to avoid interpretation by drivers. This was seconded by the MCC and voted 8 in favour, none against.

Shenstone proposed that the SODC Derbyshire Conquest Trial be "rested" from the ACTC Championship. This

was seconded by Ross and DMC, voting was 7 in favour, none against. The Secretary was requested to write to SODC explaining the reasons behind these actions and recommendations for the future.

Attention was drawn to a problem relating to the sudden changes of direction made mid-section where inadequate sign posting is provided. Clerks of the Course on events are requested to pay attention to clear definition of section routes on all future events.

Competitors times on special tests. The championship monitor suggested that competitor's times should not be given by the marshal timing a special test, since this could create delays and potential arguments. A. Vowden could not accept this since he felt it was most important that a competitor should be given his time immediately on completion of a time test. In the case of a discrepancy it is always more difficult to make corrections at the conclusion of an event or at the time when results are posted than at the immediate completion of the competitor's attempt.

B. Cope read from Organisers' Guide Lines that it was recommended times should be shown to competitors and that organisers should always use digital stop watches which are clear and easy to read. There was general agreement that this matter should be left as per the guide lines.

90/13

CHAMPIONSHIP SCORING SYSTEM. In view of the time and fact that this item would ultimately result in lengthy discussion, it was agreed that the matter should be deferred until the September Meeting. This would allow all delegates time to prepare their thoughts in readiness for a serious discussion on the matter.

A. Vowden expressed that he was deeply upset regarding his failure to gain an entry even on the reserve list for the Ross and District MC Kyrle Trial, stated that his entry had been posted by return upon receipt of Regulations, and that although the Entry Secretary for Ross agreed that Mr. Vowden's entry had been received in good time, he had been unlucky due to the event being over-subscribed and the Club subsequently operating a draw for the starting places. A. Webb stated that exactly the same thing had happened to him two years before. The Secretary suggested that at the proposed meeting of the Technical Panel and Officers, this matter should be discussed and some research into the methods employed by the Hill Climb and Sprint

Association in the method of allocating starts on their over subscribed events should be carried out.

90/14

ANY OTHER CHAMPIONSHIP BUSINESS. J. West reported that the Mike Massey Memorial Trophy had been kindly donated to ACTC by Mike's Widow, Norma, as a lasting tribute to Mike's memory as a sportsman. This was to be awarded at the discretion of the ACTC Officers to a competitor who is considered to have behaved in a most sporting manner through the championship year; specifically not a top five scorer in either of the championship leagues. The Secretary was to write to Norma Massey inviting her to present the Award for the first time in 1991 at the annual ACTC ceremony.

Silverton Motor Club brought to the attention of the meeting that regular competitor D. Mallin is driving a Ford Escort saloon with the exhaust system mounted on the roof. This is considered not only to be unacceptable from the appearance point of view, but also extremely dangerous, in fact a Silverton member had burnt his hands attempting to assist in recovering the car on a section during the trials seasons. It was requested that Mr. Mallin should receive an instruction to make his car conform with the others in Class 2 by routing the exhaust under the floor in the accepted manner or should be refused a start by scrutineers in future events.

B. Cope requested that the ACTC's submission to the RAC MSA's Green Paper should be offered to ACTC delegates as a proof for their acceptance. The Chairman advised on specific points of the Green Paper, in particular the emphasis which would be placed on land access, PR and suitable cars for classic trialling in the future.

90/15

The next meeting of the ACTC Council will take place at the Pelican Public House, Chew Magna, at 14.00 hours on the 23rd September, 1990.

There being no further business, the meeting closed at 19.10 hours.

ML.O/ACTCMINS.APR