

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 ON SUNDAY 23RD SEPTEMBER 1990**

PRESENT:	D. Alderson	Secretary
	W.G.A. Penhale	Chairman
	A. Foster	Treasurer
	J. Vowden	Championship Secretary
	J. Templeton	Quality Controller
	N. Ryle	V.W.O.C.
	S. Woodall	V.W.O.C Championship scorer
	H.W. Tucker-Peake)	M.C.C.
	A.Grassam)	
	B. Cope)	Shenstone D.C.C.
	M. Chatwin)	
	A. Templeton)	
	R. Moore	Launceston & N. Cornwall
	J. West	MCC
	H. Viertel)	Camel Vale MC
	P. Allen)	
	M. Hobbs)	Stroud & DMC
	E.T. Haywood)	
	S. Webb)	Woolbridge MC
	A. Webb)	
	A. Vowden	Torbay MC
	M. Jones)	Sheffield & Hallamshire MC.
	B. Cooper)	

R. Andrews)
N. Forrest)

Ross & DSMC

S. Curtis)
M. Tooth)

Bristol MC & LCC

90/16 APOLOGIES FOR ABSENCE were received from J. Aley (MCC); J. Bartram (North Devon); R. Pole (Holsworthy); M. Halliday (Rights of Way Office); R. Grimwood (Silverton).

90/17 MINUTES OF MEETING OF 20.04.90 proposed MCC, seconded VWOC.

90/18 MATTERS ARISING

1. J. West reported that he now had the latest copy of the ACTC rules including Rule 8. These rules can be produced immediately although Mr West felt that they were perhaps somewhat outdated in view of recent events.

2. Shenstone raised the question of structure of the Technical Panel. The Secretary advised delegates the reason why this question was originally raised. A. Foster then explained the present constitution of the Technical Panel. VWOC requested Shenstone to table their proposals later in AOB. All agreed.

3. 4 WD saloons. A. Foster confirmed that the Technical Panel's guidance was not to include a class for 4 WD saloon cars in future events. Woolbridge MC raised the question of their inclusion of a 4 WD class in their annual Hardy Classic Trial. It was pointed out however that this was not a class for 4 WD saloons but for 4 X 4 heavy vehicles. Shenstone asked why 4 WD saloons could not be acceptable in view of ACTC's acceptance of FWD vehicles. VWOC replied that their experience of 4 WD saloons which had been used as c of c cars had shown them to be far superior in performance to normal classic trials cars. Shenstone proposed 4 WD saloons for a trial period. MCC thought that in view of the Technical Panel's proposal that it benefitted the sport to accept its own self discipline to maintain equilibrium in the future. Launceston disagreed with Shenstone on the basis that the sections were already too rough for the more standard cars and events were becoming excessively tough in order to stop

cars in classes 7/8. The Chairman suggested that perhaps some consideration should be given in future to reducing the severity of the sections and made particular mention of his observation that restarts caused localised damage which is often of an unacceptable level. Torbay suggested that perhaps the Technical Panel should consider the technical difference between the sophisticated 4 WD saloons with diff locks etc. (eg Audi Quattro) and the simpler 4 WD saloons (eg Fiat Panda).

MGCC asked how many drivers of 4 WD cars had, in fact, applied for entries or shown interest in the proposal for their inclusion; no figures were available. MCC advised that they had experienced problems during PR work when the question of 4 WD vehicles was raised. Shenstone then requested that the subject of 4 WD saloons be kept under review for the future. Following the above discussions, Shenstone's proposal was amended as above, seconded by Bristol; the voting: 3 for; 7 against; 3 abstaining.

4. SV dellows. Torbay proposed that these cars should be permitted to run in Class 5. This proposal was seconded by Shenstone. A. Foster advised that the Technical Panel had approved these cars for Class 7 from January 1991. The MCC pointed out that the seating position of the Dellow placed the car in Class 8 but fully understood that the intention to encourage the use of the side-valve specification was acceptable in Class 7. Voting on the Torbay proposal was :7 in favour, three against; two abstentions. Therefore the further re-classification of SV Dellows was to be discussed at the Spring ACTC meeting.

5. The following dates list ammendments were advised:

04.05.91	MG Car Club Trial
18/19.05.91	Cornish Group 2 day trial.
30.05 -01.06	
1991 inclusive	MCC 90th Anniversary Run.

The above dates have now been accepted for publishing in the 1991 Year Book. Events listed but not taking place were Woolbridge and Silverton non- championship trials.

- 90/19 TREASURER'S REPORT.** The Treasurer advised that taking into account the retiring Secretary's outstanding expenses and removing the Rights of Way Fund contributions from the current account, showed that the true picture was that the ACTC's current account fund is being gradually reduced. The Treasurer therefore recommended the following increases in Club subscriptions to ACTC.

For 1991 increased to £20.00

For 1992 increased to £23.00

The Treasurer felt that the increases would meet inflation and stabilise ACTC's current account. Also consideration should be given to separating the accounts to deposit and current. This was to be reviewed at the Spring ACTC meeting. Proposed VWOC, seconded Woolbridge. Carried unanimous. Shenstone requested full details of the auditor's name and address for reference.

- 90/20 OFFICE OF PRESIDENT.** The retiring Chairman, A. Penhale explained his personal reasons for resignation as Chairman on the grounds of health but underlined that he wished to continue to serve ACTC to the best of his ability and was therefore very pleased to accept the suggested nomination as the first ACTC President. Shenstone replied that they were pleased to see him in such good health today but pointed out that the appointment of a President to ACTC required a change in the ACTC's constitution and therefore the election of a President at this meeting could not be voted on. Shenstone then proposed that the ACTC should have a President and two Vice-Presidents and that this matter should be considered at the Spring ACTC meeting. This proposal was seconded by MCC. J. West saw no reason for delay. Shenstone replied that they wished for these new Officers to be clearly defined and that this could not be done at the present meeting. Stroud could not understand the problem and why it was not possible to conclude this matter in the present meeting. Launceston requested additional time to consider the proposals in the Secretary's letter dated September advising of the proposal to be discussed during the September meeting. J. West commented that he saw nothing constitutionally wrong with the proposal. Stroud then proposed that the ACTC should have an honorary post as President. This was seconded by VWOC. The retiring Chairman expressed his view that it was probably best to

review the situation and confirm the position at the next EGM. J. West seconded the proposal. Voting: 9 in favour; none against. The Secretary was to invite nominations for President and Vice-President positions for voting at the next EGM.

90/21 ELECTION OF HONORARY OFFICERS.

- a) Chairman R. Pole
- b) Vice Chairman R. Andrews
- c) Secretary A. Templeton

D. Alderson was no longer able to continue as Secretary due to business commitments and therefore tendered his resignation and declined to stand for a further term of office. Anne Templeton had been approached and accepted the Office of Secretary, there being no other nominations for the position A. Templeton was accepted unanimously and welcomed to the Office by the Chairman.

- d) Treasurer A. Foster
- e) Championship Secretary J. Vowden
- f) Championship Scorer S. Woodall
- g) Championship Quality
Controller J. Templeton
- h) RAC MSA Trials & Cross
Country Committee Chairman
Nominees General Secretary

Shenstone requested that the retiring Secretary should write immediately to RAC MSA to advise them of the new Secretary's name and address.

90/22 TECHNICAL PANEL RECOMMENDATIONS.

1. Alan Foster submitted the recommendations of the technical panel to the council that with effect from 1/1/92

a) in class 8, the maximum permitted tyre section shall be 185

b) in all classes the maximum permitted difference in section between the front and rear tyres shall be 2 sections; ie 145 front - 165 rear.

c) that the shortening of the wheelbase of any production car automatically places that car in class 8;

d) that to be eligible for class 7, the chassis/floor pan of the original production car between the wheel centres must be retained.

Item C (Shortening of Chassis) MGCC asked if rule C would apply to pre war cars. Gerald Burrige's Riley was cited as a car which would be placed in class 8 if this rule were applied. There was a lengthy discussion on this point and MGCC suggested that pre 1941 cars could be exempted. It was pointed out by Woolbridge MC that this could cause difficulties with some class 8 specials which used old donor vehicles for registration purposes. Launceston proposed that cars whose chassis were shortened prior to the 1941 cut off date should still be acceptable in Class 2. The onus would be on the competitor to prove eligibility. Bristol asked what had been the aim of the chassis shortening ruling. Much discussion ensued centering on the VW Shorty saloon which had been successful in Class 7. It was suggested that it was the position of the pedals and seating position in relation to the rear wheels which dictated the eligibility of a modified vehicle for Class 7. D. Alderson replied that if this was the case, then the VW Shorty was certainly a Class 7 car. A. Foster for the Technical Panel replied that this was not the case. Ross suggested that perhaps ACTC Championship entrants could be advised when they entered the Championship, which class their vehicle was eligible for. Launceston commented that under VSCC rules, the shortening of chassis places such cars in a "short chassis modified class". Shenstone asked if the wording of the chassis shortening regulation could be changed from "would" to "could place that vehicle in Class 8" and alternatively suggested that drivers of modified cars should, in future, submit vehicle specification to the Technical Panel for acceptance and classification. A Foster then read out the original questionnaire on Class 7 specification and said that there had been widespread

support for the proposals from those who had answered the questionnaire.

A vote was taken on the recommendations:

7a) In favour 8 Against 0 Abstentions 3

7b) In favour 9 Against 1 Abstentions 2

7c) In favour 6 Against 4 Abstentions 1

7d) In favour 10 Against 0 Abstentions 1

2. The council then considered the recommendations of the Technical Panel of August 26th 1990.

T 90/3 That no action to be taken on the number of spare wheels carried externally

R. Andrews (Ross) questioned the safety aspect of allowing cars to compete with tyres on the rear and suggested that perhaps the carrying of spare wheels should be to manufacturers specification. A Foster made the point that organisers were entitled to exclude cars on grounds of appearance. Blue book stipulates no more than 1/5th length of car should be in front of the front axle and no more than 1/3 to rear of rear axle. J. West said he had measured most of the cars taking part in the recent MCC testing trial and nearly all were legal. Camel Vale pointed out that if the ACTC did not act then it was likely that the RAC would step in and rule on the matter. A Foster said that they would be told that the matter was in hand. Shenstone proposed that the recommendations of the technical committee should be rejected on this point. Launceston seconded. The vote was carried 9-1 in favour. Ross made a counter proposal that the maximum number of spare wheels carried externally should be restricted to 2. Seconded by Shenstone. The vote was carried: In Favour 10. Against 0. Abstentions 1.

On the same subject, Jenny Vowden said that the rule should be included in the ASR's. John West pointed out that it has to be put to the RAC Trials & Cross Country Committee.

T 90/4 . The technical committee recommended to the council that the RACMSA be requested to add the following to QK 2.10:
"No part of the vehicle's exhaust system shall be more than

1.0m above the ground level and any part of the system not fully under the vehicle shall be adequately guarded".

During the discussion which followed, it was suggested that the word "external" be added because on some of the older cars the manifold could well be higher than 1.0m.

T 90/5 That Clubs encourage their members by all means at their disposal to maintain high standards of vehicle presentation, particularly taking note of L 1.8.8 (the organiser have discretion "to exclude any vehicle or competition whose appearance, condition or performance is not of a standard appropriate to the event"). and QA 19 (a) "All vehicles must be of sound construction and mechanical condition and be well maintained". It was clear from the discussion that followed that most members regarded this of great importance to the continuation of the sport. It was pointed out by several members that it could be awkward for a scrutineer to exclude a member of his own club but the point was made that it was up to individual clubs to make it clear to all entrants that shabby vehicles would not be allowed to start.

90/23. TYRES IN CLASS 2 (ROBIN MOORE'S REPORT; COPY ATTACHED)

Robin Moore explained to the council that he had not sent out the questionnaire he had repaired as he did not have access to everyone's names and addresses. He had, however, spoken to several competitors in class 2, and had written his report on this basis. A Foster said he agreed with everything in the report but added that those wishing to use radials could enter in class 5. Ross suggested that the tyres should be to manufacturers specification. H. Tucker Peake said that there was not enough information about specification for early cars. It was suggested that the report be sent out with the minutes of the meeting for the clubs to consider.

90/23 TO RECEIVE A REPORT FROM THE ACTC DELEGATES COVERING THE WORK OF THE RAC MSA TRIALS & CROSS COUNTRY COMMITTEE INCLUDING THE GREEN PAPER.

The last meeting had been held on 21/6/90 and had been attended by H. Tucker -Peake, David Alderson, Allin Penhale and Roger Pole who had submitted a discussion document on

the Green Paper. Roger concluded in his report that the Green Paper was 80% padding and is really a PR exercise. B.Cope asked whether the paper addressed the problem of insurance. D.Alderson replied that it did not but that it did address the problems of access to public highways. He also pointed out that the RAC must take an active part in producing the Green Paper. There will be another draft at the end of October.

There followed some discussion as to the make up of the Trials & Cross Country Committee. The RAC had sent out a letter indicating that some would be invited as individuals as well as groups (ie ACTC and MCC). D.Alderson pointed out that we should not be alarmed at proposals to change the make up of the committee because the RAC recognised that the MCC & ACTC were main movers in the sport. Following a question from Shenstone regarding the chairman, (Mike Hinde) D.Alderson said he would seek clarification from the RAC as to how long before a new chairman was appointed.

John West asked the Chairman if he could comment on discussions he had had with John Quenby. Allin Penhale said that he and John Aley had had a wide ranging discussion with John Quenby. They had told him the history of trialling and the ACTC and he hopes to come on the Exeter

**90/24 TO CONSIDER PREFERENCE OF COMPETITORS
REGARDING START & FINISH OF EVENTS AS SET OUT
IN MINUTE 20/12 (4) PAGE 7 OF COUNCIL MEETING
ON 22ND APRIL 1989**

Shenstone suggested that it was not feasible for a lot of events. Alan Foster said that it was probably only Class 8 which would be concerned. Jim Templeton (Championship Monitor) pointed out that this was an observation made on many of the observers reports, the majority of whom were not in class 8.

**90/25 TO RECEIVE REPORT FROM ACTC RIGHTS OF WAY
OFFICER, MARTIN HALLIDAY.**

In Martin's absence, Alan Foster read out his report, (copy attached). D. Alderson reported that the RAC have taken up with the National Parks Committee in the lake district. Martin Halliday has received an invitation to attend a conference at Oxford Poly on rights of way

Launceston pointed out that the Trail Riders were very active over rights of way and wondered if we should join forces with them. Alan Foster replied that ACTC was seeking waivers for competition purposes whereas the Trail Riders were seeking to stop bans being enforced so the objectives are different.

Shenstone commented that the RAC were not doing their job in protecting the sport.

Torbay told the meeting that Torbay MC had received a reply from the NPA to a request for use of sections in Islington Park to the effect that from 1992 only two motor events a year will be permitted. Allin Penhale suggested that this should be taken up with Tony Greenaway. The comments of the clubs on the subject of rights of way should be voiced at the next meeting. Also volunteers will be needed for a network of officers to oversee a district.

90/26

ANY OTHER NON-CHAMPIONSHIP BUSINESS

1. B. Cope (Shenstone) distributed a discussion document (attached) regarding the banning by the RAC of octane boosters throughout motor sport. There was no vote taken

2. The Camel Vale M.C. told the council that they were planning to hold a 2 Day Trial on 18th & 19th May 1991.

3. Shenstone questioned the make up of the technical panel. He wondered whether the council felt that having two MCC members on the panel was justified. S.Woodall (VWOC) said that the majority of problems which the panel discussed arose from M.C.C. events and therefore there was a good reason for them to be strongly represented.

Proposal by Shenstone to add one more member to the technical panel; not seconded.

90/27

TO RECEIVE THE CHAMPIONSHIP ACCOUNTS FOR THE LAST FINANCIAL YEAR.

Jenny Vowden presented the accounts to the council. She reported that ACTC now had 146 registered contenders.

Jenny submitted the dates for 1991 to the council for approval.

Acceptance of dates was proposed by VWOC; seconded by Bristol MC.

Carried 7 in favour; 0 against.

**90/28 REPORT FROM HON. SECRETARY OF ACTC
CHAMPIONSHIP - JENNY VOWDEN.**

Jeny told the council that there had been a lot of response to her newsletter from the clubs, especially over the subject of the inclusion of M.C.C. events, the condition and appearance of vehicles (a lot of comment on this) and the right of the top contenders to entry in the championship rounds. The consensus of the last seemed to be a first come first served basis.

**90/29. REPORT FROM CHAMPIONSHIP SCORER, SIMON
WOODALL, TO INCLUDE REVIEW OF BOTH DRIVERS
AND PASSENGER LEAGUES.**

The Championship Scoreboard went out with the summer newsletter. Anomalies have now been corrected. (copy attached)

**90/30 REPORT FROM CHAMPIONSHIP QUALITY CONTROLLER,
JIM TEMPLETON, INCLUDING REVIEW OF OF
COMMENTS AND ADVICE GIVEN TO ORGANISERS FROM
OBSERVER'S REPORTS**

J. Templeton reported that the comments generally made the point that the standard of vehicles was high. Other notes have been met.

**90/31 TO DISCUSS PRESENT CHAMPIONSHIP SCORING
SYSTEM AND CONSIDER CHANGES TO THE STATUS OF
M.C.C. EVENT RESULTS FROM 1990 ONWARDS.**

One suggestion which had been put forward was that MCC events should carry an improved bonus of 8 - 5 - 3 - and 1 point for finishing. Torbay, Bristol and Launceston Motor Clubs had all suggested this. S.Woodall gave some figures on the championship.

Crackington League : 131 contenders

43 did not score; 4 had to drop points; 52 did at least one MCC events; 9 did all three events.

Jenny Vowden suggested that perhaps 50% of scores should count. The chairman asked that the other clubs should discuss the points and respond.

Shenstone proposed that there was not sufficient evidence at present. Seconded by Woolbridge. Passed on vote.

90/32 ANY OTHER CHAMPIONSHIP BUSINESS.

Jenny Vowden asked if clubs would consider a suggestion that contenders in the championship should belong to a local motor club as well as the MCC

90/33 DATE, TIME AND PLACE OF NEXT MEETING.

This to be an EGM on 21st April 1991 at 2.00pm at the Pelican Public House, Chew Magna.

Income and Expenditure for the 12 months 1st July 1989 to 30th June 1990

<u>INCOME</u>	<u>88/9</u>	<u>89/90</u>	<u>EXPENDITURE</u>	<u>88/9</u>	<u>89/90</u>
Balance brought forward	379.51	335.19	Printing/Copying	271.18	39.67
Sheffield, Minehead, Woolbridge, Launceston, Ross, Torbay, VWOC, Holsworthy, Crane, Shenstone, MCC, Silverton, Bristol, Morgan, MG, Camel, N Devon, SODC, 750, Stroud, Octagon. (88/9 includes Stroud, 750, SODC & Morgan 87/8) (Octagon paid 88/9 in 87/8) (89/90 excludes Minehead and Morgan)	360.00	285.00	Postage/Telephone	4.20	35.67
			Room Hire & Refreshments	112.00	96.25
			Presentations	45.94	
			Rights of Way Conference	-	40.25
			Bank Charges	-	1.73
Contributions from 13 Clubs to Rights of Way Fund	-	195.00			
Bank Interest	-	18.64			
Sundries	29.00	-			
	<u>768.51</u>	<u>833.83</u>		<u>433.32</u>	<u>213.57</u>
			Surplus car. fwd.	335.19	620.26
				<u>768.51</u>	<u>833.83</u>

In my opinion, these accounts give a true and accurate record of the finances of the Association of Classic Trials Clubs for the period 1st July 1989 to 30th June 1990.

(signed) R J Walters

(signed) P M Jobling

September 1990

220 outstanding