

# ASSOCIATION OF CLASSIC TRIALS CLUBS

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## MINUTES OF THE COUNCIL MEETING OF THE ASSOCIATION OF CLASSIC TRIALS CLUBS HELD AT THE PELICAN PUBLIC HOUSE, CHEW MAGNA ON SUNDAY 21ST APRIL 1991

PRESENT:	R.Pole	Chairman
	A. Templeton	Secretary
	A. Foster	Treasurer
	J. Templeton	Quality Controller
D.M.C.	R. Andrews	Vice Chairman/Ross &
	R. Moore	Launceston & N. Cornwall
	H.Tucker-Peake) J West )	M.C.C.
	M.Jones ) G. Beard)	Sheffield & Hallamshire M.C.
	M.D. Pearson ) J. Parsons )	Sporting Owner Drivers Club
	J. Barthram	North Devon M.C.
	N.J. Ryle ) D. Alderson )	V.W. Owners Club
	G. Burridge	M.G. Car Club
	S. Webb ) A. Webb )	Woolbridge M.C.
	B. Mitchell ) R. Grimwood)	Silverton M.C.
	H. Viertel ) P. Allen )	Camel Vale M.C.
	Mark Tooth	Bristol M.C. & L.C.C.
	T. Coventry ) K.Wear )	Stroud & District M.C.
	A.Penhale	

- 91/1 APOLOGIES FOR ABSENCE** were received from J. Vowden (Championship Secretary); A. Vowden (Torbay M.C.); A. Grassam (M.G.C.C.); R. March (North Devon M.C.); K. Buckle (Bristol M.C. & L.C.C.) S. Woodall (Championship Scorer); J. Wood.
- 91/2 MINUTES OF MEETING OF 23.9.90.** Acceptance was proposed M.C.C., seconded Launceston & N. Cornwall and carried.
- 91/3 MATTERS ARISING** other than detailed on the Agenda:
1. R. Moore reported that he had received some comments on Class 2 tyres. He will report in September.
  2. H. Tucker-Peake (M.C.C.) proposed that ACTC should consider becoming a Motor Club (as i.e. BTRDA) He said that representation on the Trials & Cross Country Committee would not be affected. Roger Pole said this would be put on the agenda for discussion at the next officer's meeting.
- 91/4 TREASURER'S REPORT**  
A.Foster suggested that a delegate should propose an increase in club subscription. at the September meeting from £15 to £20. He reported that 10 club's fees were outstanding. He told the meeting that he would like to stand down as Treasurer at the end of the year.
- 91/5 OFFICES OF PRESIDENT AND VICE PRESIDENTS**  
The Council considered the proposal by Shenstone & District Car Club: "The Association's constitution be changed to include the honorary positions of President and Vice Presidents. The appointment to President shall be by the ACTC Council on a year to year basis. The appointment to President shall be in recognition of outstanding contribution to the work of the association.  
"The appointment of Vice Presidents shall be by the ACTC Council and shall be for the life of the appointee. Appointment of Vice Presidents are intended to recognise outstanding contributions by former Presidents of the Association and others.  
"Presidents and Vice Presidents shall be entitled to attend all meetings of the Council and its committees but neither position will carry voting rights."  
  
The proposal was seconded by Launceston and carried unanimously.
- 91/6 ELECTION OF PRESIDENTS & VICE PRSIDENTS.**  
Woolbridge M.C. proposed Allin Penhale for the position of President. Seconded Launceston, carried unanimously.  
Launceston proposed the following as Vice Presidents: John West, H. Tucker-Peake, Mrs B. Tucker-Peake, Martin Halliday. Seconded by Stroud; carried unanimously.  
  
Allin Penhale thanked the council for electing him to the office of President. He hoped that in the coming years the ACTC could resolve the problems with which it was faced but he reminded the Council that Classic Trialling is first and foremost a sport and all our aims should not forget this.

91/7

**REPORT FROM ROGER POLE, CHAIRMAN, COVERING WORK OF RAC MSA TRIALS & CROSS COUNTRY COMMITTEE.** (Copy attached)

The Chairman said that it had been a traumatic beginning. At the first meeting which he attended, the chairman, Mike Hinde, had tried to play down the objections to QK 2.7.4. Roger said that the clarification to the rule was unsatisfactory. John Aley had presented his case very well but had had no vote. Roger said that he felt anything which was not agreed at the T. & C.C.C. should be referred back and not simply passed. The minutes of the previous meeting, which Roger had not attended had been inaccurate according to Allin Penhale. John West suggested that these minutes should not have been signed as they were not a true record. H. Tucker-Peake said that since Newson had taken over as Secretary the minutes had never been correct. Allin Penhale said that a strongly worded letter should be sent to John Quenby regarding these points. Nick Ryle (VWOC) asked that ACTC should endorse the letter sent to Quenby by the MCC. John West read the MCC letter to the committee. H. Tucker-Peake told the Council that he had also written to Southcombe and he read the reply (dated April 12th) which requested counter proposals to QK 2.7.4. before the end of May.

91/8

**CONFIDENCE IN THE CHAIRMAN OF THE TRIALS AND CROSS COUNTRY COMMITTEE**

VWOC proposed the motion that ACTC has no confidence in the Chairman of the Trials and Cross Country Committee. Seconded by Silverton MC. Carried unanimously. Several officers and delegates made points regarding the unsatisfactory way in which the T & CCC conducts its business: The spare wheel rule was never passed by the T & CCC but delivered as a fait accompli by the Chairman. John West pointed out that representation on the T & CCC should be positions and not personalities; ie if ACTC are given two places on the T & CCC it should be for ACTC to decide who should represent them. It was generally agreed that the deterioration in the situation was a great shame after the healing of rifts over the last two years. The RAC/MSA are acting at present in a wholly undemocratic fashion. John West suggested that perhaps it would be a good idea to invite John Quenby to an ACTC meeting. Roger ended the general discussion by saying that he would draft a letter to Quenby outlining the points which had been made and informing him of the ACTC's vote of no confidence in the Chairman of the T & CCC.

91/9

**APPOINTMENT OF A RIGHTS OF WAY OFFICER**

Nick Ryle (VWOC) said that he was willing to take on the post. He had spoken to Oliver Bettison who would help him. Silverton proposed Nick Ryle as ROW Officer. North Devon seconded, carried unanimously. Roger Pole thanked him for taking on the job. Allin Penhale suggested that the work would be made easier if each club had someone nominated as their own ROW officer who could then report to Nick Ryle. Allin reported that the RAC had appointed a facilities officer to sit on the LARA Council. Roger Pole reported that, following some publicity in the local paper, he had approached the Devon County Council to ask them if there were any plans to downgrade any byways. The Devon C.C.'s solicitor had told him there were not any such plans, but Roger stressed that it was important that all clubs should keep there



ears open so that moves can be made to prevent downgrading of roads.

H.Tucker-Peake said that he had logged all the sections used on the Lands End Trial and would try and do the same for all MCC events. In this log he keeps the history and category of each section. He felt it would be a good idea if all clubs did this.

There followed a break for tea.

Following on the previous discussion, John West said that a review of motor sport on all National Parks was taking place and this would need watching.

91/10

## **TECHNICAL PANEL RECOMMENDATIONS**

Alan Foster submitted the recommendations of the Technical Panel to the Council for decision:

T91/1

"Replacement QK 2.7.4.

i) In all classes spare wheels must be firmly secured by a permanent fixing. Not more than 2 may be carried externally and must be fitted as close as possible to the bodywork on the rear bootlid (or equivalent) or in a purpose made carrier. Unless otherwise specified, the spare wheels or the carrier must not extend more than 200mm beyond the extremity of the original bumper position for the model of the vehicle.

ii) Cars with an external rear mounted wheel in the manufacturer's standard position may add a second, mounted flush with the original wheel with no spacer.

iii) Wheels must not be mounted on the roof of any vehicle

iv) Wheels must not be mounted on the front bonnet (unless specified by the manufacturer) or in such a manner as to obstruct significantly forward visibility of the driver from the normal seating position. Wheels mounted on the front of vehicles must be secured so that no part of the fixing is beyond the tyre."

MCC suggested that paragraph iv) should be amended and the bracketed section and the following word "or" should be omitted. The paragraph should read "Wheels must not be mounted on the front bonnet in such a manner as to obstruct etc"

Launceston & North Cornwall MC proposed acceptance with MCC's amendment. MCC seconded. Voting: 12 in favour; 1 against; 1 abstention. The proposal was carried.

T91/2

"Replacement QK 2.3.7.

Have any additional ballast, tool or tool boxes, set within the body shell or bumpers and not protruding. The carrying of ballast must comply with QK 2.3.1. and must not be varied during events."

S.O.D.C. proposed acceptance; Silverton seconded. The proposal was carried unanimously.

91/11

## **DATES OF CLASSIC TRIALS FOR 1992**

The list of dates prepared by Jenny Vowden (attached) was agreed by the Council.

91/12

**ANY OTHER NON-CHAMPIONSHIP BUSINESS**

1. Anne Templeton reported that Crane Valley Motor Club had ceased to exist. There were various items of the club's equipment could be put to good use and offered to the ACTC. It was agreed that these should be collected from Crane Valley MC. Although they did not wish to charge for the items, if any club wanted to purchase them the money would be given to charity.

2. Nick Ryle (VWOC) read Simon Woodall's proposal that standard colour coding should be adopted by all member clubs for purposes of identifying classes. The proposal was seconded by Launceston and carried with 1 abstention. It was further agreed that the fine tuning should be thrashed out by the Technical Panel as to colours etc.

91/13

**CHAMPIONSHIP BUSINESS. MATTERS ARISING**

1. The question of allowing side-valve Dellores into Class 5 was raised. After some discussion it was generally agreed that these should remain in Class 7 at present and no further action was proposed.

91/14

**CHAMPIONSHIP REPORTS**

i) Championship Secretary's Report.

Anne Templeton read Jenny Vowden's report:

The number of registered contenders for 1991 = 141

The passenger league = 39

Deposit A/C: £792.93      Current A/C £379.98 (both as at April 14th). No outstanding bills.

Sub. increase should be to £9.00 or £10.00

Jenny also stated in her report that she would like to stand down as Championship Secretary after 5 years. She asked for anyone who felt they could take over to contact her.

Woolbridge proposed an increase of subscription to £9.00. S.O.D.C seconded. The proposal was carried unanimously.

2. Championship Scorer's Report. Roger Pole read Simon Woodall's report which gave the amended championship positions.

3. Championship Monitor's Report. Jim Templeton circulated his report (attached) and asked delegates to consider ways of making scrutineering more standard. He suggested an ACTC check list which could be circulated to all clubs and contenders. Any item not complied with by a competitor would mean no start. He felt this would make it easier for clubs to be firm about the condition of some vehicles.

91/15

**ANY OTHER CHAMPIONSHIP BUSINESS**

It was agreed that the scoring system should be put on the agenda for the September meeting and any proposals should be sent to the secretary before August 1st for distribution to delegates.

91/16

**DATE TIME AND PLACE OF NEXT MEETING**

This to be the Annual General Meeting to be held on 22nd September 1991 at 2.00 pm at the Pelican Public House, Chew Magna.

The meeting closed at 6.10 p.m.

REPORT ON RAC MSA TRIALS & CROSS COUNTRY MEETING 31.1.91.

This meeting was a rather daunting and traumatic baptism onto the committee in view of the of the controversy over the spare wheels rule. Having arranged to travel to Slough with Allin Penhale I was disappointed that Allin was 'snowed in' and unable to attend so I carried on alone.

The main item for the Agenda was, of course, the spare wheel rule. John Alely had been invited to the meeting to put forward the MCC viewpoint, which he did forthrightly and with great authority. It was clear that there had been a great deal of disquiet about the new rule. The Chairman attempted to justify the rule on the basis of safety and in particular the danger of overloading axles and also lighting but it was clearly felt by the committee that the new rule was defective so a great deal of discussion followed, resulting in the 'clarification' which was circulated to all delegates. The 'clarification' was put to the vote and at this point I reiterated my strongly held view that the whole matter be referred back for further discussion, the Chairman and Mr. Needham again stated that the new rule was a 'fait accompli' and must stand. The vote was taken and all except myself were in favour of its adoption.

Other ACTC related proposals.

A. In Class 8 the maximum tyre section shall be 185.

B. In Class 7 & 8 the maximum permitted difference between front and rear tyres shall be one section. In all other classes 1 - 6 one section as at present.

C. The altering of the wheel base of any production car, except those in Class 2, automatically places it in Class 8.

D. To be eligible for Class 7 the chassis/floorpan of the original car between wheel centres must be retained.

E. No part of the vehicles external exhaust system must be more than one metre above the ground.

Items A, D and E were presented as ACTC recommendation Item C seems to have gained the words 'except those in Class 2'.

Item B differs from our proposal and has been referred back to Council for further discussion.

Other matters raised included T & CC Open Day (possibly in conjunction with an event such as Autosports International Show). Car Registration (particularly Kit Cars). Point of failure, Protest fees.

Roger Pole  
April 1991



## REPORT FROM CHAMPIONSHIP QUALITY CONTROLLER.

For ease of understanding I outline the following comments, mostly taken from observer's reports and conversations with organisers and competitors.

I have placed the following notes under the headings used in Observers Reports.

### Pre-Event Details.

No comments either way. All reports marked OK; "with no further remarks". Competitors are obviously satisfied with this aspect of organisation.

### Scrutineering & Start.

Some criticism here, mainly from competitors who consider there must be an easier way for both themselves and organisers to start the day.

I list the following observations that have been made to me during recent months, together with my comments and suggestions.

#### (i) INCONSISTENCIES CONCERNING SCRUTINEERING.

I do not consider this to be serious at present, but could easily become so without additional attention.

It appears necessary to remind competitors in detail, the items scrutineers will wish to check, without having to experience opposition, evasion or even sometimes argument as to requirement or decision.

For example, when was the security of your battery last truly checked? Did you convince the scrutineer "the battery fixings are beyond doubt, but would be difficult to view in the time available".

Items to be checked should be clearly and continually confirmed to enable the scrutineer to work from a printed check list, agreeing each item with the competitor, and so without doubt or embarrassment to either.

#### (ii) COMPETITION NUMBERS.

Complaints have been received from marshals because numbers have not been mounted vertically or have been partially covered by tape, mud etc. Many competitors have fitted special plates to carry numbers and a more widespread use of mounting plates would be appreciated and would reduce the chance that numbers are misread.

In fact it has been reported that one club omitted to issue numbers for fitting to rear of cars.

Needless to say this action caused organisational problems.

Standardisation of numbers, mounting plates, together with coloured class stickers is obviously required.

#### (iii) INCONSISTENCIES CONCERNING DOCUMENTATION.

It has been reported that some documentation procedure has not been up to required standard.

The problems here that invited criticism was the sometimes apparent inability of some competitors to produce proof of their being in possession of licences, certificates or whatever.

The resulting confrontations again cause embarrassment. Should the competitor be allowed to start? And if so, how does this affect the more diligent competitor? Is the documentation lost, or does it exist at all?

The answer here as with scrutineering must be that the organisers are not placed in the position where they may have to make difficult decisions or feel obliged to overlook inadequacies, so putting the sport at risk.

Complete regard for instructions will clear the air, and give the next reserve a chance. It is worth noting that the final regulations for next weeks Kyrle Trial clearly states "no documentation no start".

### The Event.

Whilst acknowledging the difficulties, competitors have indicated their preferences for one day events that start and finish at the same venue. The reasons given are varied and not entirely related to trailer parking, and class 8 motives as has been suggested. Fewer complaints this year regarding route

marking, some competitors unhappy about vague mileages, so it is worth stating on route cards that mileages are either accurate or approximate. Not a very serious complaint, but worth listening to. The complaints regarding competitors aversion to dot matrix printers and small close print has arisen again. Some further care would be appreciated in the preparation of route cards (which in some cases are now appearing in flimsy paper form.) The MCC can teach us something here. Is the cost of route card preparation an area for controlled sponsorship as already noted in some clubs' entry regulations.

In the main hand held watches have become more acceptable. However, this form of timing really must be managed by the most experienced marshals who kindly make their services available on the day.

As with scrutineering duties I would like to see clear written instruction cards made available to time keepers and marshals controlling stop & restart lines. It is necessary that these disciplines become totally common in procedure to marshals and competitors alike.

### The Results

No serious complaints or comments other than the matter of a protest noted by the competitor observing on the North Devon's Exmoor Trial.

Clubs use of official ACTC results forms and other standardised documents have proved helpful.

### Summary.

Most assessments have been marked between satisfactory and excellent, except for a "poor rating" being noted for Sheffield & Hallamshire's White Peak Trial in answer to headings marked Reaction of Competitors and General Standard of Marshalling. The other 4 headings are marked satisfactory and excellent.

As I did not take part in this event, I reproduce for you the comments I received from the independent observer who kindly undertook this particular task.

Quote:

*"Unfortunate that the trial was postponed. Restarts would have been unnecessary on the original date. "Mickey Mouse" type tests employed between sticks when the area has so many good hills providing real challenges.*

*Deviations for class 8 were not arrowed or marked in any way.*

*Marshals were not aware of what was required of competitors and a "laid back" approach was very obvious. One restart with the marshal reclining on the bank with the drivers not knowing which line (in a poorly defined box) to use, no flag used; no instructions on the route card. Wrong scores given to several competitors, with no consistency in interpretation.*

*items requiring attention:*

*1. Scrutineering. 2. Marshals' performance. 3. Choice of hills.*

*4. Route card requires instructions to act as a Bible on the day."*

Unquote.

I would note that by now the S & H MC will be in receipt of their copy of this observers report, which appears well supported with views from other competitors.

I would further comment that when considering this club's organisational ability as proved during their last two events, they should be encouraged to improve upon this years event and be given assistance in the Championship series.

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Finally, for my own part, I hope that clubs and organisers will accept the foregoing criticism in the manner for which it was intended.

On this point I am very pleased indeed to pass on to organisers, ACTC officers, and marshals the great many messages and comments I have received from competitors confirming without doubt the pleasure and fun they have experienced during these competitions.

In my own opinion you all have a lot to be proud of, so lets continue with the fine tuning.