

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 29TH MARCH 1992

PRESENT:	A. Penhale	President
	J. West	Vice President/MCC
	R. Pole	Chairman
	A. Templeton	Secretary
	J. Mattin	Treasurer
	R. Dawe	Championship Secretary
	J. Templeton	Championship Quality Controller
	R. Andrews	Ross & D.M.C.
	R. Moore	Launceston & N. Cornwall
	M. Jones) I. Dixon)	Sheffield & Hallamshire M.C.
	G. Burridge	M.G. Car Club
	S. Webb) A. Webb)	Woolbridge M.C.
	B. Mitchell) R. Grimwood)	Silverton M.C.
	R. Barrow	Camel Vale M.C.
	Mark Tooth) K. Buckle)	Bristol M.C. & L.C.C.
	J. Collins) J. Wood)	Holsworthy
	Simon Woodall	VWOC

Roger Pole welcomed delegates to the meeting. He told the meeting that the H.W. Tucker-Peake, ACTC Vice-President, had suffered a stroke and was in the John Radcliffe Hospital, Oxford. On behalf of ACTC he said he would write and send good wishes.

92/1

APOLOGIES FOR ABSENCE were received from A. Vowden (Torbay M.C.); R. March J. Barthram (North Devon M.C.); David Alderson (Vice Chairman); Alan Grassam (M.G. Car Club); T. Coventry (Stroud & District MC); Michael Chatwin, Adrian Linnecor (Shenstone & District MC.); Michael Pearson, John Parsons (Sporting Owner Drivers Club). Nick Ryle (ROW Officer)

92/2

MATTER ARISING FROM MINUTES OF MEETING OF 22ND SEPTEMBER 1991. OTHER THAN DETAILED IN THE AGENDA.

91/26 MGCC proposal on over-subscribed entry lists.

Gerald Burrige asked whether a decision could be taken on the proposal. Mark Tooth (Bristol MC & LCC) told the council that they had retrospectively applied the proposed system to the Allen Trial and it would have reduced class 8. Gerald Burrige pointed out that in some events there have been Class 2 cars running as reserves and not enough Class 2 actually running to make up a class. Bristol MC said they would apply the system on next years Allen. Roger thanked MGCC for their suggestion and asked clubs to consider trying it out if they found they were over-subscribed for events.

92/2T: Robin Moore requested that a referendum should be held of all Class 2 competitors on the proposal. he said he would organise this as he had a mailing list. He will report back in 12 months when he has balloted the relevant competitors.

91/27: John West reported that the trophies had not yet been revalued as they had not had all the items together at any one time.

92/3

MINUTES OF MEETING 22/9/91

Acceptance of the minutes was proposed by Camel Vale MC seconded Bristol MC & LCC, passed unanimously.

92/4

ELECTION OF PRESIDENT AND VICE PRESIDENTS

Launceston & North Cornwall MC proposed the re-election of Allin Penhale to the position of President; seconded VWOC, passed unanimously. Allin Penhale was duly elected President for a further term. He thanked the council for his re-election.

Holsworthy MC proposed Simon Woodall and Alan Foster to the positions of Vice-Presidents; seconded MCC, passed unanimously. Simon Woodall thanked the council for electing him to the position.

92/5

TREASURER'S REPORT

Janet Mattin presented an interim financial report to the Council. (Copy attached). She pointed out that at present the subs are due in July/August. She requested that they should fall due in January

instead. This would then fall in line with the Champion Secretary's books. It was agreed that this should be an item on the Agenda for the AGM in September.

92/6

REPORT FROM ROGER POLE, CHAIRMAN, COVERING WORK OF RAC MSA TRIALS & CROSS COUNTRY COMMITTEE.

Roger Pole was pleased to report that the Trials & Cross Country Committee was working in a more constructive manner and common sense was now prevailing. The spare wheel rule had at last been amended to the satisfaction of ACTC and in future Roger hoped that the improved working relationship would mean that there would not be any further confusion over proposed rule changes. (Copy of full report attached)

John West said that Roger had had a torrid time over these issues and had done a remarkable job in getting them resolved. He went on to say that it bore out that ACTC must have 2 or 3 people on the T & CCC.

Roger replied that officers of the RAC MSA eventually gave their support. Les Needham had been especially helpful and constructive. It was through his offices that the meeting in December had taken place. Roger also told the Council that Peter Coleman, the newly elected vice-chairman of the T & CCC had wanted to attend the ACTC Council but had been unable to come and offered his apologies. He would have liked to have imparted some of the PCT ideas on tyres.

There followed some discussion as to whether there was any likelihood of the Chairman of the T & CCC ever being elected by that committee instead of being appointed by the RAC MSA. It was put forward by several members of the Council that this was unlikely. Roger Pole said in reply to a question from John West that he felt that he could work with the present Chairman now that ACTC have made it plain that they will not tolerate arbitrary imposition of rule changes.

92/7

RECOMMENDATIONS OF THE TECHNICAL PANEL DATED 1/2/92

i) 92/1/T Options listed on separate sheet.

There was a discussion on the options. MCC proposed acceptance of Option F:

"To enforce M.6.7.3 but to add a List IV to list tyres accepted by the Technical Panel and Tyre Officers (to be appointed)".

MGCC requested that the proposal be amended to exclude Cross-plies from having to be listed for use by Class 2.

MCC accepted the amendment to their proposal; MGCC seconded the amended proposal; the Council voted in favour unanimously.

ii) 92/2/T Grid of comparative tyre sizes for Cushion, Radial & High Pressure tyres. (Listed Separately.) It was pointed out that there was a typographical error and the High Pressure list had 'slipped' in typing. (Corrected List attached).

Simon Woodall (VWOC) proposed an amendment that a 4th column should be added of Bias Goodyear tyres. The amendment was seconded by Launceston & N. Cornwall:

In favour: 5 Against: 2. Two abstentions.

The proposed amendment was carried.

The revised table was proposed Launceston & N. Cornwall; seconded MCC.

In favour: 7. Against: 1. 1 abstention.

The proposal carried.

There followed a break for tea.

92/8

REPORT FROM ROW OFFICER

In his absence, Anne Templeton circulated a written report from the ROW Officer, Nick Ryle. He had also submitted a document (which he had edited) written by H.W. Tucker-Peake. This was also circulated to all present. (Both attached).

Several points in the report raised some discussion. The RAC have rejoined LARA which was a good thing. Robin Moore (Launceston & N. Cornwall) said that he would be prepared to look after ROW matters in N. Cornwall. He said that every club should appoint a member to do the same in their area and follow Nick Ryle's recommendation of each area compiling a register of sections. Robin also reported on situations which have risen in Cornwall:

i) There has been a lot of coverage regarding the Rambler's Association pressuring the Council to open footpaths & Rights of Way which have been neglected.

ii) The Trail Riders Federation are raising a fighting fund to fight the closure of a right of way. If they lose locally they will fight it nationally. They have asked local clubs for £50.00 each to contribute to the fund.

It became apparent during further discussion that there are anomalies in the designation of several Rights of Way; the most notable being Fingle Bridge which is registered as a footpath at the top and a cart track at the bottom. It was generally agreed that it was this sort of confusion which needs to be clarified with local & parish councils. It was suggested that it is always better to approach the Parish Councils in most instances as they are more helpful. The next best step is to see the by-ways officer at the local council.

92/9

DATES OF CLASSIC TRIALS IN 1993

After some discussion the dates were agreed. (Copy Attached).

92/10

ANY OTHER NON CHAMPIONSHIP BUSINESS

i) Simon Woodall (VWOC) said that scrutineering regulations had now moved from a mini MOT Test to an eligibility test. Some scrutineers did not have enough knowledge of the sport and its rules. He asked whether it would be possible to have a pool of scrutineers who were approved. Roger Pole replied that one of the issues discussed at the T & CCC was scrutineering. The RAC recognised that specialists may need to be registered and listed as scrutineers. The RAC has appointed a new officer whose job is to look at scrutineering. He reported that the RAC were also looking at a log book system for all forms of motor sport.

ii) Anne Templeton asked if any of the officers and delegates would object to having their telephone numbers added to the list circulated. There were no objections from those present. However as several delegates were not able to attend, she advised that she would check individually with those not present.

92/11

CHAMPIONSHIP REPORTS

i) Championship Secretary's Report.

Richard Dawe reported that there were 148 registered contenders for the Championship so far. He reported finances were healthy.

ii) Championship Quality Controller's Report

Jim Templeton reported that the main criticism from the quality control forms which were filled in by competitors was the inconsistency in scrutineering and marshalling. Ian Dixon (Sheffield & Hallamshire MC) said that after the White Peaks Trial, the Club had circulated its own form for competitors to fill in and the overall response was very good and did not correspond to the reports from the Championship Quality Controller. Simon Woodall (VWOO) suggested that instead of sending copies of the forms to clubs, these should be re-typed before sending out in order to maintain the competitor's anonymity. Brian Mitchell (Silverton MC) wondered if it might be better to have a report from a competitor in each class at each trial. Jim Templeton replied that it was difficult enough getting in all the reports as it was (2 or 3 per trial).

Roger Pole said that the Guidelines to Clubs should be re-written and re- printed.

There being no other Championship Business raised the meeting moved to the next item on the Agenda.

92/12

DATE TIME AND PLACE OF NEXT MEETING

This to be the Annual General Meeting to be held on Sunday 27th September 1992 at 2.00 pm at the Pelican Public House, Chew Magna.

The meeting closed at 5.45 p.m .

Report of ACTC Delegate to RAC Trials & Cross Country Committee.

At long last, I am able to report progress and decision in a number of contentious areas.

1. Spare wheels

After nearly a year of discussion, debate and correspondence a meeting was convened at Motorsports House in early December with Michael Southcombe (Chairman of Motor Sports Council) John Quenby (Chief Executive RAC) Tony Newsum (RAC) and Michael Hinde (Chairman T&CCC) our reps were: myself, Alan Foster, John West, Allin Penhale and John Aley for MCC. The meeting opened with an account of our complaints (a long list) and in particular our difficulties with QK2.7.4 (w) and QK 2.7.2. After discussion (and Messers Southcombe & Quenby withdrawing for consultation it was decided that a special meeting be convened soon possible to correct these two anomalous regulations. It was later confirmed that the meeting would take place on Saturday 21st December at Thor Hammer Co. at Solihull. At the meeting there was a great deal of very constructive discussion (assisted by Les Needham) and we all left believing that we had achieved our aims (with some minor concessions). Unfortunately after the meeting Mr. Hinde, once again, placed a spanner in the works and felt unable to agree with the dimension of overhang that was required. We then had a situation that demanded patience until the next T&CCC Meeting on 5th February when our stand was vindicated and the new regulation published in the February bulletin.

2. Tyre size difference (Front & rear)

In the 1992 Year book rule M.2.6.2 stated that only one tyre size difference would be permitted between front and rear. This rule created great problems and could have led to some older cars being unuseable in our sport. At the December 2nd meeting it was agreed that this should read two sizes not one and this also was corrected in the February Bulletin.

3. Kit Cars

The issue of Kit Cars was raised at the June 1991 meeting of T&CCC and there . general discussion about the matter. However, when the minutes were published it appeared on an action sheet to MSC that would in effect have placed Marlins etc. in the same class the Midgets. I wrote immediately to the RAC (as, I believe, did others on T&CCC) to protest at this. The matter .was referred to the RAC Technical Panel for recommendation but it was stated by Les Needham on 5th Feb that we "can translate the Technical Panel's recommendation into our own discipline we wish". Alan Foster sent a paper to the Tech. Panel explaining our treatment of Kit Cars to help them in their deliberations.

4. Listing of Tyres

As a result of the action taken by MCC on the Exeter Trial the issue of use of unlisted tyres on trials (both Classic and PCT) w raised. It was felt that general practice was to accept road pattern tyres even if not listed; this practice could continue pending further discussion and a generally acceptable decision. The most important aspect of this matter, in my opinion, is that whatever action is taken it must be acceptable to all within the sport and be implemented consistently by all clubs and scrutineers. We do not want under any circumstances, a piecemeal approach in which no-one knows from event to event what will be permitted and what outlawed. In order to come to an acceptable solution to the tyre issue may I ask clubs to discuss the options available and, if possible, send their delegates with a flexible mandate. It is vital to the sport that this issue is resolved soon possible; so may I suggest the following Clubs a) decide on their preferred option, b) decide on any option(s) which are unacceptable to them, and c) allow their delegates to vote any other Options if their preferred option is voted out by other members of Council. Having had a very frustrating and difficult year and a half ACTC Chairman I hope that we can now begin to see a light at the end of tunnel, (unless there is a pile of tyres built in the way) and that sport can move into a period of peace and calm and allow all to enjoy themselves without further contentious issues rearing their heads.

Roger Pole
Chairman 2 February 1992

ASSOCIATION OF classic trials clubs

TREASURERS REPORT - ACTC MEETING 29/3/92

INCOME

18 Clubs paid subs 91/92 @ £20	£360
4 Clubs paid subs 90/91 @ £15	£ 60
	<u>£420</u>

EXPENDITURE

Sept. '91	Alan Foster - Expenses	£29.70
Sept. '91	ACTC Meeting Pelican Inn - Room Hire & Refreshments	£32.90
Oct. '91	Byways & Bridleways - Subs	£10.00
Feb. '92	Jenny West - Tankards & Engraving	£41.40
		<u>£114.00</u>

BANK ACCOUNTS - As at 5/3/92

Current Account - £47.39 Deposit Account - £808.15

Classic Trials calendar for 1993

Week No	Date (Sun)	Club	Event	ACTC Champ	ACTC Invite	NonACTC
1	2.1					
2	8.1	MCC	Exeter	*		
2	10.1	Camel Vale	South Coast			*
3	17.1	VMCC	Clee Hills	*		
4	24.1	North Devon	Exmoor	*		
5	31.1	Stroud	Cotswold Clouds		*	
6	7.2	L&NCC	Launceston			*
7	14.2	Sheffield	White Peak	*		
8	21.2	Holsworthy	Chairmans Trophy			*
9	28.2	Torbay	Torbay	*		
10	7.3					
11	14.3	Camel Vale	Camel Heights			*
11	14.3	Shenstone	Chase Clouds	*		
12	21.3					
13	28.3	Silverton	Eva Valley	*		
14	4.4	BMC&LCC	Full Moon		*	
15	9.4	MCC	Lands End	*		
16	16.4					
17	25.4	Ross	Kyrle Trophy	*		
18	1.5	MGCC	Kimber			*
19	9.5					
20						
21						
22						
23						
24						
25						
26						
27						
28						
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30						
31						
32						
33						
34						
35						
36	5.9	MCC	Testing Trial			*
37	12.9	Holsworthy	Taw & Torridge	*		
38	19.9	Silverton	Silverton		*	
39	26.9	North Devon	Kingsley		*	
40	2.10	MCC	Edinburgh	*		
41	10.10	Stroud	Edworth		*	
42	17.10	Minehead	Exmoor Clouds	*		
43	24.10	L&NCC	Tamar	*		
44	31.10	Camel Vale	Bodmin			*
44	31.10	Woolbridge	Hardy	*		
45	7.11					
46	14.11					
47	21.11	BMC&LCC	Allen	*		
48	28.11	Camel Vale	Camel Classic	*		
49	5.12					
50	12.12					
51	19.12					
52	26.12					

Championship Secretary's Interim Financial Report

29/3/92

Opening Balances at 1/8/91:

Deposit Account:	890.66
Current account:	211.48

Income:

1992 Subscriptions:	1144.00
Interest:	16.78
Restart advertisements:	56.50
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	1217.28

Expenditure:

'Restart' - December 1991 & 1992 Regulations:	311.20
Room hire at Sefton Hotel:	20.00
Trophy Insurance:	25.00
Trophy Engraving:	56.85
1992 Membership cards:	76.00
Bank charges:	1.35
	<hr/>
	490.40

Balances at 29/3/92:

Deposit account:	1555.44
Current account	217.08
Restart account	56.50

NOTES FOR ACTC MEETING FROM NICK RYLE, ROW OFFICER

LARA.

I have attended the last two meetings (20/11/91 & 15/1/92) which have largely been concerned with LARA's submission to the Sports Council for funding (Grant Aid). I have not yet heard of the outcome of this application.

The second meeting did dwell on some pertinent matters. For example a network of county representatives is being established to monitor Public Path Orders etc., together with guidelines and procedures to follow.

Common signage for motor sport events was discussed. It would appear that signage already in use for Classic Trials is adequate but I will report further on it after it has been discussed further with RAC MSA.

RAC MSA.

Having withdrawn from LARA recently the RAC MSA was formally accepted back as a member.

I am concerned, in common with many of you as well, that access to the countryside is increasingly becoming more of a political matter and there are many expert stirrers in both camps. If one is objective one should admit to an element of sympathy for both arguments. However the protagonists of such arguments tend to become more entrenched with the passage of time. Whilst I do not consider at present that LARA is essential for the survival of Classic Trials I do feel that it is to our advantage to be aware of its activities and the matters arising.

Access to the countryside is not just about "Rights of Way". We depend largely on the goodwill of others for the continuance of our sport. With the increasing popularity of the green brigade there is opened up for us another potential avenue for opponents. Environmental issues are with us to stay and Environmental Health officers have quite wide remits.

Environmental issues are going to have an effect on our presence in the countryside and issues such as noise and appearance of vehicles as well as the behavior of those in or on them could have an adverse effect for organisers in the future.

Classic Trialling flourishes in areas where other forms of motor sport cannot go and necessarily tries to ensure good relations with all landowners affected by its activities. Unfortunately there are many other users, often casual and unauthorised, who constantly cause annoyance and endanger our good reputation. The MCC experienced this at Blue Hills and some local authorities are under pressure to restrict access to land under their control for motor related sporting activities.

Returning to ROW matters it is considered that a register of sections would be useful, if so I would be pleased to attempt to compile one. Some discussion on content would be appreciated.

Should we also consider our own network of contacts, say by county, to watch out for TRO's and SSSI's and sound the alarm.

Finally I attach some words compiled by H. T-P. with some minor editing on the subject of LARA and perhaps delegates might wish to reflect on the suggestion of a levy.

LARA is a watch dog for motorised access to the countryside and whilst we manage quite adequately at present and may not appear to need the use of such a body, I feel that we need to know what issues are causing LARA concern if for no other reason than for our own protection.

LARA (Motoring Organisations Land Access and Rights Association) exists to protect the interests of responsible vehicle users in the countryside,

This is a very real necessity when one considers the different Organisations that wish to protect their own interests which may be in accordance with or perhaps quite often in conflict with those of Classic Trials.

Classic type Trials have used hard and dirt roads since the 1920's which significantly predates the existence of such authorities as "National Parks", "National Trust", "Sports Council" and "Countryside Commission. All of "US" and "THEM" have to look after our own and their own interests,

Not surprisingly there is a need for a "Watch Dog" who will act for our needs in the countryside even perhaps before we may be aware of the potential problem.

This is already being done by LARA which is an organisation financed by about 12 supporting and recreational bodies with interests in ensuring continued use of the countryside for their own particular needs, The ACU and RAC should be doing this for us (They are both represented at LARA - the RAC having rejoined recently) but they are more concerned with the Motor Sport Facilities Unit which is mainly interested in "Off road" pursuits.

It is becoming increasingly more apparent that "Environmental" issues are making inroads into the equation when it comes to the use of the countryside for motor sports and to some extent all sporting interests that need the use of the countryside.

It is in Classic Trialling's interests to have available as much information on the "Sections", as we call them, that we use for our sport. This would include O/S map references, Councils (County, District, Parish, etc) Rights of way evidence, width and severity, history of use and other pertinent information. The TRF? is already setting up a register by County of people to monitor local issues and report accordingly

LARA is not surprisingly a costly organisation with a full time officer and facilities back up. It is financed by subscription from its members, which currently runs at about £2,000 per member body.

MCC and ACTC representation has been by "invitation" and will not continue in this way for much longer. To ensure continued representation at LARA we would need to raise sufficient funds for this subscription. This sum could be raised by means of a £1.00 levy per entrant per trial. The MCC alone on this basis would raise about £900 in a full year and ACTC events could raise a similar sum. LARA has applied for Sports Council funding for a four year period, the outcome of which is unknown at this juncture, but if successful will give it financial stability to enact its plans.

Both H. Tucker-Peake (MCC) and Nick Ryle (ACTC) have been attending LARA meetings recently and give these findings as they see fit.