

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 27TH SEPTEMBER 1992

PRESENT:	A. Penhale	President
	J. West	Vice President/MCC
	R. Pole	Chairman
	A. Templeton	Secretary
	N. Ryle	ROW Officer
	J. Templeton	Championship Quality Controller Shenstone & District CC
	A. Grassam	MG Car Club
	M.D. Pearson	Sporting Owner Driver's Club
	T. Coventry	Stroud & District MC
	R. Moore	Launceston & N. Cornwall
	S. Webb)	Woolbridge M.C.
	A. Webb)	
	B. Mitchell)	Silverton M.C.
	R. Grimwood)	
	R. Barrow	Camel Vale M.C.
	Mark Tooth)	Bristol M.C. & L.C.C.
	K. Buckle)	
	J. Collins)	Holsworthy
	Simon Woodall	VWOC

Roger Pole welcomed the delegates to the meeting. He commented that it was a pity that the meeting was not better attended; it was important that as many clubs as possible were represented as otherwise decisions taken were not truly democratic.

92/13

APOLOGIES FOR ABSENCE were received from David Alderson (Vice Chairman); Gerald Burrige (MGCC); Michael Chatwin (Shenstone & District CC); Richard Dawe (Championship Secretary); Alan Foster (Vice President); Janet Mattin (Treasurer).

92/14

MINUTES OF MEETING 29/3/92

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

92/15

MATTERS ARISING FROM MINUTES OF 29/3/92 OTHER THAN DETAILED IN THE AGENDA

With reference to item 92/9, the dates of 1993 events, Robin Moore (Launceston & N. Cornwall) queried the week numbering which Richard Dawe had used. Stroud & District MC, Woolbridge MC and VWOC also expressed concern that the dates were not correct. In Richard Dawe's absence, Anne Templeton said that she would ask the Championship Secretary to contact the Clubs to clarify the situation.

92/16

ACCOUNTS FOR YEAR ENDING 30/6/92

In the Treasurer's absence, a copies of the Accounts were circulated. VWOC proposed acceptance, seconded MCC, passed unanimously. The Chairman noted the Council's thanks to Janet Mattin.

92/17

ELECTION OF HONORARY OFFICERS

All officers were standing for re-election:

- a) Chairman Proposed MCC, seconded SODS,
- b) Vice Chairman Proposed Shenstone & DCC, seconded VWOC,
- c) Secretary Proposed MGCC, seconded Bristol MC & LCC,
- d) Treasurer Proposed Bristol MC, seconded Woolbridge MC,
- e/f) Championship Secretary/Scorer. Proposed VWOC, seconded Silverton MC,
- g) Championship Quality Controller Proposed MCC, seconded Launceston & N. Cornwall

All officers were duly re-elected unanimously. John West, Vice President said he would like to thank all the officers on behalf of the Council for their work over the year.

92/18

REPORT FROM ROGER POLE ON THE WORK COVERED BY THE RAC MSA TRIALS & CROSS COUNTRY COMMITTEE

A written report from Alan Foster is circulated with these minutes. The Committee is now called the Trials Specialist Committee. Roger Pole said that he felt that the RAC MSA handled retirement from their committees in a very insensitive way. Allin Penhale had been retired in a perfunctory manner. The same thing had happened to Tuck. Allin Penhale said he had had a letter from John Quenby informing him that he was being retired from the Committee. Allin had hoped that we would have another ACTC Delegate to replace him. In fact Ron Warren had been invited onto the Committee. Although he is experienced, the MCC

did not nominate him, he was invited by the RAC. Allin felt that if the TSC is to have a new Chairman, as it is understood it will, then we can look forward to better things in the future. He thanked the Council and Roger Pole for all their support.

Robin Moore commented on what a waste of money the abandoned Drivers Registration Scheme had been. It had been bulldozed through without enough consultation and it was no way for the sport's governing body to behave. Roger said that the RAC had genuinely believed that it was the way to solve the problems created by the 1991 Road Traffic Act. They thought that their revenue would be raised by the clubs. In fact all necessary details of the RTA were covered already by permits, signing on etc. Widespread protest throughout the sport had led to the scheme being abandoned. Robin Moore said that in some cases money had already been paid to the RAC and this should be paid back.

John West said he felt that the RAC were being more helpful now. Roger agreed that there was a change of attitude on the TSC.

In answer to a query from Woolbridge MC, Roger said that entrants in closed to club events could still run using just their membership card and there was no need for a Clubman's Licence.

The subject of Kit Cars was raised at the TSC meeting. Although the criteria for a production car had been relaxed by the RAC, allowing more Kit cars to be classified as production cars, it was pointed out by Allin Penhale that it did not really affect Classic Trials as we had a good Class structure (thanks to John West, Alan Foster and others who fought for it) which ACTC had control over.

92/19

REPORT FROM ROW OFFICER, NICK RYLE.

A written report was circulated. (Copy attached). Allin Penhale read a letter from H.W. Tucker-Peake, (copy attached) dated August 1991 regarding RAC MSA & LARA. He followed by saying that ACTC & MCC must be prepared to do what work they can for Rights of Way in their own right. However LARA could be a great help to Classic, Sporting and Production Trials and we need their support. LARA are funded by the Sports Council. The Chairman of LARA, Chris Belton, has been most helpful to ACTC in the past.

92/20

DISCUSS POSSIBILITY OF ACTC JOINING LARA AND HOW THIS COULD BE FUNDED.

Roger Pole informed the Council that there was a joining fee of £2000.00 and this amount would be an enormous imposition on competitors and Clubs to raise. LARA could benefit from ACTC as well as the other way round. John West said that he felt the RAC MSA was not playing fair; they make a lot of money from Classic Trialling and do not put very much back; the permit for the Lands End Trial was £2000.00 for instance. He felt that the RAC should appoint a full time ROW officer to deal with things on a national level.

Robin Moore said he felt that ACTC should be full members and that the money could be raised by Clubs adding say 40p to membership fees.

John West (MCC) supported this suggestion. Simon Woodall (VWOC) pointed out that the VWOC had 3000 members but most of them had nothing to do with Classic Trials; the MGCC have the same problem. Nick Ryle then read out a list of current members of LARA.

Roger asked the Clubs represented if they could indicate who would be able to look after ROW in their areas. The following list arose from this discussion:

Somerset: Ken Hobbs & John West
 North Devon: Roger Pole & Jim Wood
 Cornwall: Robin Moore
 Mid Devon: Ron Grimwood & Brian Mitchell
 Exeter: Allin Penhale & Nigel Bone
 Dorset: Sue & Andy Webb
 Avon: Mark Tooth & John Hayes

It was suggested that the following people were approached:

West Cornwall: Tony Mogford
 South Devon: Arthur & Jenny Vowden
 Mid Cornwall: Bob Barrow

Roger Pole suggested that sections in each area should be listed showing status and Nick Ryle should then collate the information. Clerks of Course should be contacted and asked to help with information on sections being used. Roger Pole said he would undertake to write to all Clerks of Course. The County maps usually show the correct status of a road whereas the O/S maps are often wrong. It was suggested that Alan Kind should be approached to see if he would come and speak to Council at the next meeting.

92/21

ANY OTHER NON-CHAMPIONSHIP BUSINESS.

i) Anne Templeton asked the Council if they could canvas for volunteers to help raise advertising revenue for Re-Start Magazine and also to encourage members to supply more articles and photographs.

92/22

TO RECIEVE CHAMPIONSHIP ACCOUNTS FOR LAST FINANCIAL YEAR.

Copy Attached. A copy of the accounts were circulated to those present. John West queried why there was no outgoing for the Trophy Replicas. This should be raised with Richard Dawe. Subject to there being no problem over the replica trophies, LCNMC proposed acceptance of the accounts, seconded by Bristol LC & MC, accepted unanimously.

92/23

REPORT FORM HON. SECRETARY OF ACTC CHAMPIONSHIP.

There was no report from Richard Dawe who had been unable to attend

92/24

REPORT FROM CHAMPIONSHIP QUALITY CONTROLLER.

Copy Attached. Jim Templeton circulated his report. He stressed the importance of Clubs policing speeding competitors more carefully on forestry sections. It was vital that Classic Trials competitors did not upset the public in these very sensitive areas.

92/25

ANY OTHER CHAMPIONSHIP BUSINESS

Roger Pole reported to the Council that the Guidelines were to be revised and re-published.

92/26

DATE TIME & PLACE OF NEXT MEETING

The next meeting to held on April 18th 1993 at the Pelican Public House at 2.00 p.m.

INCOME AND EXPENDITURE FOR YEAR 1ST JULY 1991 TO 30TH JUNE 1992

INCOME

Balance brought forward from 1990/1991 £529.44

Subscriptions 91/92

Torbay, Camel Vale, Bristol, Ross, M.C.C.,
Launceston & N. Cornwall, M.G. Octagon, M.G.,
Stroud, Sporting Owner Drivers, Morgan, 750,
Silverton, Shenstone, Woolbridge, Holsworthy,
Sheffield & Hallamshire, V.W. Owners. £360.00

Subscriptions 90/91

N. Devon, Stroud, M.G., 750, V.W. Owners £ 75.00

Subscriptions 89/90

Minehead £ 15.00

N.B. Minehead & N. Devon still outstanding for 91/92.

Refreshment contribution £ 18.00

Lara Guide £ 1.00

Bank Interest £ 23.81

£1022.25

EXPENDITURE

Postage £66.70

Telephone £16.70

Stationery £34.05

Printing/Copying £ 9.35

Room Hire/Refreshments £82.15

Tankards/Engraving £41.40

£250.35

Income £1022.25

Expenditure £ 250.35

Balance £ 771.90

N.B. RoW Account £235.00

Main Account £536.90

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 1991 to 30th June 1992.

Mrs M Pullen

Mrs M Pullen, Finance Accountant
Hillingdon Community Health NHS Trust
Uxbridge UB8 3PL.

L Powell

Mrs L Powell
23 Freemans Lane
Hayes UB3 2NQ

ASSOCIATION OF
classic trials clubs

CHAMPIONSHIP MONITORS REPORT

The following is a transcript of the comments received from the Observer's Reports..

Clee Hills Trial 19th January 1992

1. There is a wide choice of useable hills without resorting to the use of so called 'Mickey Mouse' sections. Use of these in one instance led to excessive amounts of mud left on the public road and grass verge being chewed up and requiring repair. It is the sort of occurrence which would get local opinion against running the event. Care must be taken to minimise danger and inconsiderate behaviour affecting other road users

2. I feel that accepted car entries could be advised earlier, as to get acceptance or rejection 3 to 4 days before the event does not give any time to organise something else

North Devon Exmoor Trial 26 January 1992

1. The event was spoilt by poor scrutineering and organisation at the start. No account was taken during scrutineering of competitors' departure time. The scrutineering was more concerned with race meeting type checks and not classic trials requirements.

The organisers should have been able to work out results that evening as there were hold ups during the event. Definite times for scrutineering vehicles so that early runners are not held up by late runners who have arrived early. Index of performance not considered a satisfactory way of awarding overall award as it is decided by the least competitive class.

Worn tyres allowed which is inconsiderate to those competitors who stick to the rules.

White Peak Trial 16th February 1992

1. Observed sections were not of a 'classic' nature. The Clerk of the Course seemed to think that he was putting on a PCT. Section stakes were used liberally.

The first special test was some 200/300 yards long. The Blue Book states that no tie-deciding test should be more than 100 yards in length.

If the event is a championship round in 1993, I think the C. of C. should observe 1 or 2 other championship rounds to see how it should be done

2. Stop running it as a 'Mickey mouse' PCT. The first special test was too fast and dangerous and did not comply with the length of special tests; also it was on a public footpath/road which is used by many people using the Limestone Way.

The sections were marked out as in a PCT, failing sections for touching markers.

On a brighter note, it is nice to see so many pre- 1941 cars out. With a bit more guidance from ACTC on Rules & Regulations, it could be a good event. The popularity of the event is shown by the lack of ACTC entries.

Torbay Trial 19th March 1992

1. Results affected by weather.

Certain sections, particularly in quarry known as Sandygate 1 and 2 considered to be hardly suitable for large saloons and one could consider them to be liable to cause unnecessary damage. Also, in view of the conditions, some of the re-starts employed were probably unnecessary for certain classes.

2. Excellent example of how to 'adjust' sections by restarts/deviations (and the right to impose selective tyre pressures) for the respective classes. Baddaford could have done with a little grading - the ruts were deep and a little damaging for production cars. Sandygate 2 was plain silly and should not have been included. I think the C. of C. accepts this. The right (or not) to walk sections was not consistently applied by some marshals: briefing could perhaps be improved a little.

Overall, a good example of how to run a trial: the organising team can be well pleased. For the future, perhaps a little more stress in the SCR's that this is an event for all classes, with sections like Sandygate 2 a thing of the past.

The Chase Clouds Trial 15th March 1992

Marshalling excellent in spite of weather. They had a hard cold day for which many thanks.

Some inconsistent marshalling on Seven Springs but perhaps the Marshal was in a difficult position.

Chase Clouds offers good selection of different surfaces and natural hazards.

Competitors (some only) are being inconsiderate to walkers in between sections on the forestry areas. You would think unbelievable! Maybe some of these areas could be secretly marshalled. This is not a criticism of the Club but is of some drivers.

Exe Valley Trial 5th April 1992

1. Route card should be improved by clearly defining junctions (no more straight on at T). A few more distance between instructions could be helpful. Most important Map references for all sections. At least then if one does get lost, it is a simple matter to find the next section. Generally an enjoyable trial.

2. Collator of results forgot to add in penalties for failure on timed tests into the provisional results. They were sent out with inaccuracy. Phoned up subsequently to explain mistake. He was V. annoyed with himself. One marshal tried to enforce incorrectly the minimum tyre pressure rule to Class 2.

Overall a very enjoyable event with a good range of sections and degree of difficulty. One section was cancelled after an hours delay; seemed they didn't have a vehicle of sufficient capability to pull out competitors in trouble. They needed a tractor on it.

Need better route instructions and route marking. There are no coloured markers, only orange triangles at entrance to sections.

3. Would it be possible for ACTC to lay down some sure footed rule about scrutineering as far as ballast, spare wheels positioning for class 8 specials; it is still very unclear as to spare wheel positioning, i.e. past the body line. Some scrutineers look at the rule slightly differently which makes it all right for some events and not for others.

Would it be possible to send out the tyre conversion table for reference to size difference between radial and cross ply.

The Kyrle Trial 24th April 1992

Section 13, Falcon 1. Some competitors thought the section was dangerous if failed because it was very steep.

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

1. Listing of Tyres.

RAC have no objection to our formulation of a Classic Trials tyre list. Officers have set the scheme preparation under way with Dennis Greenslade and John Groves. It is, however, becoming more and more apparent what a monumental task we have set for ourselves. Perhaps we should consider our position and policy for the future.

2. Competition Driver Registration Scheme.

The 1991 Road Traffic Act (Sections 1,2 and 3) extends the offences of 'dangerous, careless and inconsiderate driving of a mechanically driven vehicle on a road' to also apply to 'a public place'.

The RAC MSA interpreted the act in such a way that compulsory registration of all competitors in virtually all events became mandatory. At the T&CCC meeting it became clear that such an interpretation was open to debate. As a result of much discussion, recommendations were put to Motor Sports Council to suspend the scheme until 1.1.93 for further discussion to take place and to place certain events (largely Closed to Club, non-speed events) outside the remit of the scheme.

A discussion paper (dated August 18) was presented to us at the Sept. 2nd T&CCC meeting (I protested strongly at the lack of opportunity to consider the document in advance) which proposed some changes. These changes included the exemption of some events from the necessity of Registration of Competitors and that the registration for those still needing it be included within the Clubman licence. Thus the necessity for a Registration system separate from the Licence structure was eliminated. One problem posed by this document was that the competitors in Restricted Permit events would require a National 'B' Licence in 1993 (cost circa £19) compared with a Clubman 'C' at around £10. This was felt to be unacceptable (ie a 90% rise in Licence fee) and Tony Newsum considered that, for non-speed events such as ours, a Clubman Licence would probably be acceptable when MSC met to discuss the matter on September 17th.

I have recently been informed (unofficially) that our points of view were felt to be reasonable, so it seems that for 1993 we can operate pretty well as before (ie Restricted events - Clubman Licence and Closed events - Club Card).

3. Vehicle Rights of Way.

David Kersey (MFU) gave a brief outline of the Rights of Way situation and LARA and some discussion followed. The MFU handout was enclosed with your Agenda for this meeting and the matter comes up for debate later (Items 7 & 8).

4. Trials and Cross Country Committee structure for 1993.

It was announced that a proposal had been made that the Cross Country and 4WD disciplines of the sport should have their own specialist committee. It seems that (at the September 17 meeting) MSC agreed the change. As from 1.1.93 the committee will be the Trials Specialist Committee.

Allin Penhale rang me a few days ago to say that he has been informed by the RAC that his term of office on the committee was at an end under the 'rotation' system and thanked him for his work in the past. He and I had hoped that when this happened it would provide an opportunity to enhance ACTC representation, -this, it seems, is not

to be as Ron Warren (Vice Chair MCC) has been invited to join the committee (and has accepted).

I am told (but at the present it is unconfirmed) that Mike Hinde has also been informed of the end of his period of office and has been 'retired'.

Roger Pole
Chairman

23 September 1992

ACTC Meeting 27th September 1992

Rights of Way and related matters.

1. You will have received a copy of my report to the last meeting and the question of membership of LARA is the subject of the next item on the agenda.

2. Rights of access to the countryside has become a much discussed topic of late and there are many factors other than ROW matters that effect or are perceived to influence one's right to the countryside. As is so often the case it is the protester who is the more effective being better organised and with some particular "Bee in his bonnet". So far our sport has not attracted too much adverse attention. This is, I am sure, in part at least, due to ACTC and the responsible attitudes taken by member clubs in the organisation in the conduct of their events.

BUT we are a motor sport and there are those who ambition it is if not to banish motor sport from their countryside then to restrict it as much as possible. We have always taken pains to distance ourselves from the more notorious sectors of motor sport. However we do drive around the countryside in vehicles obviously prepared to compete in some form of sport. We must expect adverse comment and action against us at some stage in the future. It has in the past been suggested that a network of watchdogs be established who will monitor their particular area in respect of actions and comments pertinent to our sport. The formation and duties of this network needs to be discussed and steps taken to implement it.

3. There are ways of minimising our impact on those unaccustomed to Classic Trials that every participant in our sport can help, including the competitors. Not everyone has the time or inclination to be involved in the background work of organising events for their particular sport, and I am not advocating that everyone should, but I do think that those who behave in a manner which could cause adverse and unfavourable comment or more importantly loose us valuable support that we already enjoy should have the errors of their ways pointed out. I would include in this appearance of competing vehicles, noise, driving manners when on public roads or in areas accessible to the general public. The more irritants that can be done away with the better for our future. It is important that competitors are made aware of this and if they are unable to abide by the regulations set down the power of remedy lies in the hands of the organising club.