

# association of classic trials clubs

*please reply to:*

The General Secretary  
Anne Templeton  
The Coach House  
Chivers Road  
Stondon Massey  
Brentwood  
CM15 0LG

Tel: 0277 823173

**A meeting of the Council of ACTC will be held on  
Sunday, April 18th 1993 at 2.00 pm prompt at the Pelican  
Public House, Chew Magna, near Bristol. (MR 172/576632)**

Delegates will be able to purchase lunch from approximately 12.30 pm. Tea will be provided at the meeting.

## **AGENDA**

Those officers whose names are listed below are requested to submit written reports for circulation; this will permit more time for discussion.

1. Apologies for Absence.
2. Minutes of previous meeting. (AGM on September 27th 1992).
3. Matters arising therefrom other than detailed later in Agenda.
4. To receive nominations and to elect:-  
*Arthur* (a) President  
(b) New Vice President/ Vice Presidents.
5. Financial Report -  
Report on Income and Expenditure - Janet Mattin
6. To receive a report from Roger Pole, ACTC delegate covering the work of the RAC MSA Trials and Cross Country Committee.
7. To receive a report from the ROW Officer - Nick Ryle
8. To receive progress reports from Clubs on ROW matters and to discuss strategy concerning threatened sections

9. Dates of Classic Trials in 1994 (See attached List)
10. Any Other Non Championship Business.
11. Championship Reports -
- (a) Report from Hon. Secretary of ACTC Championship, including review of number of contestants and income and expenditure account; review of both drivers & passengers leagues. Richard Dawe.
- (c) Report from Championship Quality Controller including review of comments and advice given to organisers from observers' reports. Recommendations concerning additions/deletions to championship qualifying rounds - Jim Templeton.
12. Any Other Championship Business.
13. Date, time and place of next meeting.

Driver 152

NAV 44

Bank charges

17  
11  
11  
12.50  
3  
11.00

# Classic Trials Calendar for 1994

Week No.	Date (Sun)	Club	Event	ACTC Champ	ACTC Invite	Non ACTC
2	7.1	MCC	Exeter	*		
2	9.1	Camel Vale	South Coast			*
3	16.1					
4	23.1	North Devon	Exmoor	*		
5	30.1	Stroud	Cotswold Clouds		*	
6	6.2	L. & NCMC	Launceston			*
7	13.2					
8	20.2	Sheffield	White peak	*		
8	20.2	Holsworthy	Chairmans Trophy			*
9	27.2					
10	6.3	Torbay	Torbay	*		
11	13.3	Camel vale	Camel Heights			*
11	13.3	Shenstone	Chase Clouds	*		
12	20.3	Silverton	Exe Valley	*		
13	27.3					
14	2.4	MCC	Lands End	*		
15	8.4	BMC & LCC	Full Moon		*	
16	17.4					
17	24.4	Ross	Kyrle Trophy	*		
18	1.5	MGCC	Kimber			*
19	8.5					
20-35						
36	4.9	MCC	Testing Trial			*
37	11.9	Holsworth	Taw & Torridge	*		
38	18.9	Silverton	Silverton		*	
39	25.9	North Devon	Kingsley		*	
40	1.10	MCC	Edinburgh	*		
41	8.10	Stroud	Ebworth		*	
42	16.10	Minehead	Exmoor Clouds	*		
43	23.10	L&NMC	Tamar	*		
44	30.10	camel vale	Bodmin			*
45	6.11	Woolbridge	Hardy	*		
46	13.11					
47	20.11					
48	27.11	BMC & LCC	Allen	*		
49	4.12	Camel Vale	Camel Classic	*		

**RACMSA Trials Committee Meeting  
held on 3 February 1993**

- 1 The newly constituted Trials Committee comprises those listed on page 8 of the 1992 Blue Book - Roger Bricknell, Peter Colman, Julian Fack (Chairman), Alan Foster (MCC), Neil Murray (VSCC), Roger Pole (not listed as ACTC), Mike Stephens (BTRDA) and Ron Warren.
- 2 Roger Pole was prevented at short notice from attending and faxed his apologies.
- 3 Peter Colman was proposed by Alan Foster and re-elected as Vice Chairman
- 4 Minutes from the 2 September 1992 were circulated at the meeting due to their non-despatch last year.
- 5 Matters arising - the definition of a Production Kit Car (PKCs) has been agreed by Motor Sports Council. The annual production criterion is 10 cars to the *same specification in any one year*. This figure will be reviewed in June 1993. The necessary authorization paperwork has not yet been prepared by MSA: deferment to 1.1.94 not agreed. Westfields in Championship PCTs are disadvantaged by the delay. Julian Fack was appointed to conduct the factory audit on behalf of RACMSA. Registered cars will no doubt trickle down to CRTs in time, but even at 10 kits in a year (rather than say 25) I believe most kit cars in our events will have difficulty in satisfying the RACMSA audit, particularly the *same specification* criterion. The initiative lies with the manufacturer or owners club. I think Class 7 will continue to be well patronised for some time.
- 6 There was considerable criticism of the RACMSA Championship Awards presentations. John Quenby (who joined the meeting for a short while) sought constructive suggestions: a joint trials presentation with BTRDA is a possibility.
- 7 RAC Sporting and PCT Championships are currently not well supported.
- 8 i The National Trials Car definition of LSDs was commended, with a small addition, to other disciplines (see page 172 of Blue Book; 8.10.2):- "Not use any locked or lockable, torque biasing or limited slip differentials or any other automatic device which is designed to achieve, or does achieve, the same result". This is to cover the various forms of traction control now appearing on family cars.



ii In the same vein, 6.5 and 7.5 on pages 168/9 of the Blue Book need to be amended to read:- "Not have separate braking, selectable by whatever means, of individual driven wheels (fiddle brakes and traction control systems).

iii It was suggested that FrontWD cars with traction control systems might be permitted in Class 3 on an experimental basis.

iv Licensing of Clerks of Course: probably not before the turn of the century for trials.

v There was general concern by the chairman about CRTs and compliance with Construction and Use Regulations. Were tyres being dangerously under-inflated on public highway observed sections? Was ballast producing axle weights beyond manufacturers limits? Should all tyre retention systems be banned? (Pointed screws into the bead can allow rusting and failure of the enclosed wire). Alan Foster agreed that these, and others, were proper matters for discussion within the sport, but the starting point should be what the full and current Construction and Use Regulations actually said, not what was thought they said. So far, history was on our side but that is no reason for being outside the law.

vi There is a move within Sporting Trials to formally recognise the current practice that "non stop" means not failing to maintain forward motion for more than 3 seconds! This will no doubt be debated at the next meeting on April 28. "Properly seated" may also arise!

# association of classic trials clubs

*please reply to:*

Anne Templeton  
General Secretary  
The Coach House  
Chivers Road  
Stondon Massey  
Brentwood  
Essex CM15 0LG

Tel:0277 823173

To all ACTC Delegates,

**Notice of additional item to the Agenda  
of the April 18th Meeting of ACTC Council**

The Midland Automobile Club has joined ACTC and they have agreed to take over the running of the Cleve Hills Trial (formerly run by VWOC). The offices of Secretary of the Meeting and Clerk of the Course will be handled by Brian Cope and Jonathan Toulmin, both of whom will also be acting as the MAC Delegates.

The MAC would like the event to remain a Championship round and are asking for the Council to sanction this proposal. Please would you consult your Club and be prepared to vote on this at the meeting. The MAC Delegates will be at the meeting with all relevant information concerning the Trial. If you would like any information in advance of the meeting, please contact Jonathan Toulmin, 4 Briery Lands, Heath End, Snitterfield, Stratford-upon-Avon, CV37 0PP.

The matter will be dealt with under item 12 on the Agenda.

Yours Sincerely

Anne Templeton