

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

TECHNICAL PANEL MEETING

There will be a meeting of the Technical Panel on Sunday 18th April 1993 (before the Council Meeting) at 11.00 am at the Pelican Inn, Chew Magna.

AGENDA

1. Tyres; any problems arising from tyre rule. Clarification for John Turner's query. (Letter attached)
2. Discuss John Aley's suggestions (letter attached) and consider the position generally for Class 8
3. Any other business *Course Run*

If you have any matters you wish to raise, please circulate the other Technical Panel members with any information that might be relevant.

If you are unable to attend, please inform the General Secretary.

A young chap like Richard Dawe won't remember trialling forty years ago but if he did he would recall that the same chicken and egg situation of hills being made more difficult to cope with special cars getting more competent occurred just the same way then. Sadly at the time organisers did little to stop the rot by introducing rules to limit the climbing power of specials which in a very short time developed from good "All rounders" to "One day" machinery and "Trials" as we knew them became the "Sporting trials" of today.

The blame for this must surely lie with the rule makers.

Over the last 15 years there's been a welcome resurgence of classic type trials not unlike those trials of the late 'forties and early 'fifties when production MG's and HRG's battled with Dellows and good "All round" specials, typified by the Tucker MG which was equally at home racing, over sections that were difficult but seldom damaging. The same has been happening recently with Escorts, VW's, ^{MG's} Midgets and Morgans playing on the same hills with Class 7 and 8 cars. Recently though "Specials" have BEEN ALLOWED (My capitals!) to become more special forcing organisers to make sections more extreme, spoiling them for other classes and causing many of our old favourite hills to be abandoned for lack of stopping power.

Let's stop it going further by limiting climbing power for everyone - except fwd - so we can revert to a good day's sport on easier to find, less damaging sections.

I do not propose we should ban specials. They have always been part of the trials scene and long may they continue. They give the man with a mechanical bent the chance to exercise his skills and being built for the job can prove a cheaper proposition to run than a production car. But surely trials should follow the example of other branches of the sport and introduce more exacting restrictions which would limit overall climbing power but still allow the specialist to exercise his wits. At present there are so few rules governing specials that I find it surprising we have not already been presented with many much more extreme vehicles than are running today.

What is needed is a simple rule that could be applied to everything. Engine capacity, tyre sizes, ballast and so on are all possible but in most cases would only nibble at the edges and be difficult to police whereas what is required is a simple rule that could be applied to all vehicles without problems.

Discussing the idea the other day with the editor of "Triple" we came up with a simple weight distribution rule under which no car could carry more than say, 50% of its total weight on its rear driving wheels. This would apply equally to all classes and would overnight limit everyone's climbing power, putting a sting back into our old hills yet still allow the man with mechanical ideas the chance to exercise his skills. More thought would be given to locating axles rather than just rearranging weight and the resultant cars would be much better balanced making them more enjoyable - and a lot safer - to drive. Portable scales would make the rule easily enforceable by organisers.

How about it?

The Old Post Office
Lawhitton
Launceston
Cornwall
PL15 9NQ

16 November 1992

Dear Anne,

It has been suggested to me by John West that I write to you in connection with the recent changes in tyre specification.

John led me to believe that proposals to limit the tyre differences between front and rear to 2 x 10 on Dellow may well be relaxed to 3 x 10 following a strong lobby on behalf of the Dellow triallers. As you are probably aware the Ford Siva Roadster that we trial is exactly the same as the Dellow in as much as it is built on Ford Pop running gear and runs on all original sidevalve components.

Normally we run on crossply front tyres (450 x 17) and rear radials (175 x 16) the new 2 x 10 ruling will effectively mean we would either have to reduce the rear width, or increase the front. Increasing the front has been known to cause the stub axles to break, and reducing the rear limits even further our choice of available tyres in the market place. The only one I have sourced so far have been priced at £140 each - not a viable proposition for the humble trials person.

We would therefore like to request that the Siva is granted the same dispensation as the Dellow in this instance and would greatly appreciate your support in this matter at the next A.C.T.C. meeting.

On a broader line - we have gone through the procedure of having the tyres we use entered on the new R.A.C. listings (Firestone CV2000), a rather pointless exercise if we now cannot use them. (This particular piece of legislation has kept us out of the trials circuit since Easter of this year, causing us to forfeit an Edinburgh and numerous local events.)

Drivers of old vehicles like our own, including Dellow, generally do their best to keep their vehicles running in accordance with the original trials specifications, after all we are constantly being reminded how important it is to keep within the "spirit" of trialling (this despite running in classes where they are hopelessly "out-classed" by modern kit cars). Yet, we are forever being thwarted by ever changing moods and it often puzzles us to note that the solution to the problem often creates a bigger problem than the original.

There are numerous, variable and affordable tyre options open to drivers of more modern vehicles - one could argue that these more stringent tyre rules confirm that there is an unfair prejudice against older cars, even more so when one considers that they have to be fifty years old to qualify for Class 2 where a more sympathetic approach is adopted.

If the "Spirit of Trialling" is to be preserved then so must the antiquities of our motoring past upon which the trials traditions were based. If we are to be spared a future where strings of modern saloons and "lawnmower specials" are queued at the section start then the A.C.T.C. and the R.A.C. must recognise the need for very careful consideration of any new ruling which may adversely affect the older, more diverse vehicle.

Good intentions are not enough when the end result obviates the cause.

I apologise for going on a bit, but having been put out of action this season we are understandably feeling a bit put out, and quite frustrated that we may not be able to use the Siva through no fault of our own. We do appreciate your efforts on our behalf and will be interested to hear what the future holds for us and others in the same predicament.

We look forward to hearing from you in due course,

Yours sincerely,

John Turner.

John Turner