

ASSOCIATION OF classic trials clubs

please reply to:

31 March 1995

To:

ACTC TECHNICAL PANEL

Simon Woodall
David Alderson
Anne Templeton
John West
Richard Dawe
Alan Foster

Don Robinson

TECHNICAL PANEL PRE-COUNCIL MEETING - 9 APRIL @ 11.30

Whilst we need to spend time at this meeting taking the discussion on Class 8 to the next stage, including the status of any document that we put to Clubs in time for the Council in September, we now have to start a more fundamental task!

I enclose a copy of the letter sent to the last RACMSA Trials Committee meeting, together with a note of the outcome. There was nothing radical in the proposed changes - they simply reflected matters discussed at various times in the past.

Although it does not feel very long ago that we had the 2 year debate on Classes, Simon and I had to concede at the Trials Committee Meeting that we would 'review' the Class structure again to ensure that it is in a fit state for the future. The fact that we have put forward 2 changes in as many years (Class 2 and now Class 3) has obviously unsettled the Trials Executive!

May I invite you to spend a little time over the next few days considering where we should be in the early part of the next century as far as the structure and number of classes is concerned. For starters, could classes 3 and 5 be combined, or even 3, 4 and

5? Should all Beetles go into class 6? It maybe that MCC could do some class combining, but 1 day events stay much as they are? The future of class 8 also fits into this debate, and are the class 7 definitions robust enough to take us into the 21C?

There is also the position of the Technical Regulations themselves. Mike Furse has already raised the question of replacement axles in class 2 - permitted for pre '55 cars in other classes but not class 2. Sensible? Has the time come to remove the engine replacement provision in M.6.4.1? Should bumpers go back on in the interests of PR? Should we continue to allow the change of material for boot, bonnet and wings? (Hatchbacks?). If you would please scan down part M.6 to see what should be reviewed it would be appreciated. We clearly will not come up with answers at this meeting, but a brain-storming session would be a useful start. A joint meeting with the MCC Car Regulations Sub-Committee in a few weeks time may be a profitable way forward.

Yours aye

A handwritten signature in dark ink, appearing to read 'Alan', with a stylized flourish at the end.

Alan Foster