



**Recognised
Club**

TORBAY TRIAL (LDT) – SUNDAY 24th APRIL 2022

ACTC TRIAL OF THE YEAR 2018



Best Solo 2021 – Tristan Barnicoat



Best Outfit 2021 – Alan Wear & Ian Hannah

The Torbay Trial will run as qualifying rounds of the 2022 ACTC and the ASWMC Classic Reliability Trial Championships on Sunday 24th April 2022 and will again cater for Car and Motorcycle Classes.

The Trial will start and finish at Grammarcombe Woods, Ashcombe, which is approx. 5 miles from Exeter. This is easily accessible from all directions very close to the A380 dual carriageway approximately 4 miles from the end of the M5.

As the event this year following one week after the Lands' End Trial, any entrant who has to retire from the Lands' End Trial has the option to receive a full refund. (See paragraph 10.10)

This event has grown in popularity and has often reached full capacity; to avoid disappointment it is recommended that you submit your entry early.

If you are not planning to compete but can help to Marshal, then please contact Dave Haizelden Clerk of Course – 07841 860121.

The online entry system has been simplified this year. You can **enter online at www.torbaymotorclub.co.uk where you can submit your entry and pay on-line.**

If you are not planning to compete but can help to Marshal, then please contact Dave Haizelden Clerk of Course – 07841 860121.

Hall of Fame - Previous Torbay Trial Winners

Year	Overall Solo	Overall Outfit
2021	Tristan Barnicoat	Alan Wear
2020	Did not run due to Covid-19	
2019	Tristan Barnicoat	Alan Wear
2018	Andrew Ayres	Richard Maddern
2017	Chris Barham	Richard Maddern
2016	Geoff Walker	Richard Maddern
2015	Andrew Kearns	Richard Maddern
2014	Geoff Walker	Richard Maddern
2013	Dave Craddock	Geoff Westcott
2012	Steve Grinter	Geoff Westcott
2011	Neil O'Connor	Simon Eddy

SUPPLEMENTARY REGULATIONS

1. EVENT ORGANISATION AND AUTHORITY

Torbay Motor Club Ltd. will organise a Classic Reliability Trial on Sunday 24th April 2022.

The meeting will be governed by the general regulations of the Motorsport UK incorporating the provisions of the international sporting code of the FIA and by these supplementary regulations, and by any other written instructions that the club may issue for the event.

DOT Authorisation Number: 28571AP24.

ACU Permit No.: ACU 62818.

The event Round 5 (Bikes) of the ASWMC/ACTC Championship (National and South Region).

2. ELIGIBILITY AND LICENCE REQUIREMENTS

ACU (Bike) Permit entries are open to all members of any Clubs associated:

The Association of Classic Trials Clubs (ACTC), listed on www.actc.org.uk/clubs or The Auto Cycle Union (ACU) www.acu.org.uk/centres-clubs

IMPORTANT

All Motorcycle competitors will run under the ACU Permit.

Motor Cycle riders must produce an ACU licence and their Motorcycle Club membership cards.

3. MOTORCYCLE CLASSES

- (A) Solo motorcycles with pre1970 derived frames and engines.
- (B1) Solo motor cycles up to 225cc.
- (B2) Solo motor cycles over 225cc and up to 450cc.
- (B3) Solo motorcycles, not eligible for classes B1 or B2. These are: Honda Montessa 4Ride, TRRS XTrack, GasGas Randonne, GasGas Connect, Ossa Explorer, Scorpa Long Ride and Honda TRL

- (C) Solo motor cycles over 450cc.
- (D) D1 - Motorcycles with sidecars. (Trial spec sidecar as defined in ACU Trials regulations).
D2 - Motorcycles with sidecars (Enduro/Motocross derived outfits, with or without nosecones).
- (E) 3-Wheelers (SEE APPENDIX).
- (X) Motorcycles which do not comply with Class A-D and any motorcycle using Maxxis Trialmax tyres.

Class X will run for honours only (i.e. no Awards).

All Motorcycles must have daytime running lights, except **Class A** who are exempt.

PERMITTED MOTORCYCLE TYRES

Only tyres which conform to the specification of the ACU may be used.

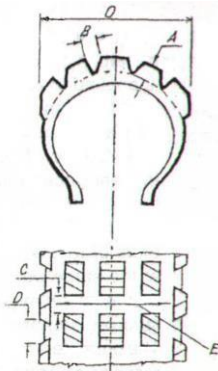
Any motorcycle not complying with the ACU (ACTC) Tyre spec of Trials Tyres will not be allowed to start.

ACU Dimensions.

All tyres will be measured mounted on the rim inflated to a pressure of 14lbs/sq.in and must have a nominal aspect ratio of 100/100.

Overall width (O) measured at wheel spindle height must not exceed 115mm.

Refer to diagram: Tread depth (A) must not exceed 13mm. All tread blocks in the same circumference must be of the same depth. The space between the tread blocks (B) must not exceed 9.5mm across the tyre or 13mm in a circumferential direction (C). The space between the shoulder blocks (D) must not exceed 22mm. The space across the tread (E) must not extend completely across the tyre measured at right angles to the tyre wall unless broken by a block. All main tread blocks must in principle be parallel with or at right angles in the tyre axis. (Tyre must have the same appearance if reversed and conform in principle with these diagrams). The tyre surface must not be fitted with any subsequently mounted elements such as anti-skid devices, chains, etc.



These dimensions will apply irrespective of Machine manufacturers or Tyre manufacturers statements.

In addition to above specifications Torbay Motor Club will accept tyres which have a non-square/rectangular block. However, the space between the blocks across the tread must not exceed 12mm, and not exceed 16mm when measured in a circumferential direction. The space across the tread must not extend completely across the tyre measured at right angles to the tyre wall unless broken by a block.

Examples of acceptable tyres - Bridgestone Trailwing 302, Pirelli MT43. ***Tyres for this event must be road legal.***

APPENDIX - THREE-WHEELERS must comply with the following requirements:

- (a) Seating must be side by side. Passengers must remain seated.
- (b) Must have a floor of metal or other substantial materials and be surrounded by body sides to a minimum height of 12" (30cms) above the uncompressed seat cushion.
- (c) The drive may be shaft or chain, driving one rear wheel only, or two wheels via a differential which is not a torque biasing device.
- (d) Engine capacity is limited up to 1300cc.

4. MANDATORY VEHICLE REQUIREMENTS

- 4.1 All vehicles must comply with ACU technical regulations.
- 4.2 The rider is responsible for ensuring their vehicle is roadworthy, taxed and insured for the event (see SR11).
- 4.3 Where legally required, the vehicle must have a valid MOT certificate.

- 4.4 All vehicles must be effectively silenced, and tests may be carried out during the event. Also, if in the opinion of the Clerk of the Course, a competitor is too noisy then they may not be allowed to start, or if started may be asked to remove competition numbers and retire.
- 4.5 All vehicles must have competition numbers in a prominent, near vertical position at the front & rear of the vehicle.
- 4.6 All tyres, including spares, must comply with the relevant ACU regulations for bike classes (see 3.1).
- 4.7 Vehicles damaged on route and deemed un-roadworthy by any official will be required to surrender their competition numbers to the nearest available official and immediately retire. Vehicles that do not comply with class requirements will be moved to another class or may be excluded from the results.
- 4.8 The use of advertising decals and commercial displays on competing vehicles is prohibited.
- 4.9 All vehicles must comply with ACTC Rules & Regulations:
<http://www.actc.org.uk/info/association/rules-regulations/>. Please note there have been some recent changes and additions.
- 4.10 **Motorcycle Cut-out Device.** TSR8 States: 'All machines used in Sidecar competitions must be fitted with an operational lanyard cut out device so as to stop the engine/motor should the rider and machine be parted. The lanyard from the cut-out device must be securely fitted to the rider and be of a length not greater than 1m when fully extended. It is recommended that all machines used by Adult riders be fitted with a lanyard operated cut out device as described above.

5. START & FINISH

- 5.1 The Start and Finish will be at Grammacombe Woods, Ashcombe, Nr Exeter; EX7 0QE (nearest). The entrance off the public road is at MR 192/905796; additional directions will be provided in the Final Instructions. Van and Trailer parking will be available along with a Catering Wagon and Toilets.
- 5.2 Competitors' vehicles will be scrutineered at the start, prior to starting at the official time.
- 5.3 Physical copies of the following documents may be inspected prior to the start; ACU Licences, Club Membership Cards and, where applicable, a vehicle MOT Certificate.

6. RUNNING TIME & ORDER.

- 6.1 The running order and numbers will be advised in the Final Instructions.
- 6.2 Classes may be mixed in the running order
- 6.3 The first competitor will start at 8.00 a.m.
- 6.4 There is no time schedule for the road route and no penalty for late arrival at a section,
- 6.5 Any competitor passed by the official back marker/course closing vehicle will be deemed to have retired.

7. TRIALS CHAMPIONSHIP STATUS

The event will be a round of the 2022 ACTC (Motorcycles) Classic Reliability Trials Championships (National and Regional).

8. COURSE & SECTIONS

- 8.1 The route will cover approximately 70 miles on public roads and private land.
- 8.2 15 observed sections are expected to be run, plus at least 1 observed test.
- 8.3 Observed Test(s) will count as tie decider only. A penalty of slowest time in class plus 10 seconds will be added for failing the test – such as hitting a marker or taking the incorrect route etc. Test will be timed by hand-held stopwatches to 0.1 seconds.
- 8.4 The route card will be issued with the Final Instructions and the use of maps is unnecessary. The official route must be followed throughout the event. The onus is on competitor for finding the correct route. The route is entirely covered by OS maps 191 & 192.
- 8.5 Route checks may operate during the event.

- 8.6 Most sections will be sub-divided (12-1). Unless specified in the route book, sections may not be inspected (see 9.6). Failure on any section that is not subdivided will carry 6 marks for failing to clear, or 12 points for failing to get away from the start line.
- 8.7 Knocking the numbered markers (12-1), back markers or Restart Boards will be deemed a failure at that point. At the Marshalls discretion there may be some allowance where lightly touched. The “all wheels out” rule applies (must not leave & re-join the section). (See also 9.3)
- 8.8 Some sections will include restarts for some classes. These will be identified at the start or in the route book. Except where stated, restarts will be of the line type, marked by two 'R' boards. On drop of flag, restart, without rolling back, within approximately 10 seconds.
- Solo bike riders will be allowed to “foot” for approx. 3 metres from Start and Restart lines.
- 8.9 To be classified as a Finisher 75% of the Observed Sections must be attempted and vehicle must return to the Finish venue under its own power for Competitor to Sign-off.

9. IDENTIFICATION, PENALTIES & MARKING

- 9.1 Competition numbers will be supplied at the start and must be fixed in prominent position at the front and the rear of the vehicle.
- 9.2 These numbers must be legible throughout the event and be removed at the finish, or on retirement from the event, and handed in.
- 9.3 Marking and penalties will be in accordance with MSA regulation MSA T6.4.3 (See also 8.7).
- 9.4 In the event of a tie the quickest observed test time will decide the winner. If a tie still exists, the vehicle with the smaller engine will win (Forced Induction multiplier being 1.4).
- 9.5 A 12-mark penalty will be awarded to any competitor who does not observe the country code. If you meet a horse & rider exercise extreme caution and, if necessary, **STOP and switch off your engine.**
- 9.6 A 12-mark penalty will be made for any member of the crew walking past the Section Begins board of any section.
- 9.7 Penalties may be incurred by competitors who finish significantly later than others relative to their competition number.
- 9.8 Officials including Observers & Marshals are judges of fact. Driving standards will be observed throughout the event and any breach of the Highway Code or driving by any competitor considered by any of the above officials to be inappropriate will be noted and relevant action taken including immediate disqualification.

10. ENTRIES

- 10.1 The maximum number of entries will be 90, initially allocated as 45 Cars and 45 Motorcycles but the organisers may transfer unused entry slots. If there are less than 50 entries in total, Torbay Motor Club reserves the right to cancel the trial.
- 10.2 The minimum number of entries for each class is 3. If not reached, classes may be amalgamated for the purpose of Awards.
- 10.3 The entry list opens on publication of these regulations and closes at noon on **Friday 2nd April 2022**, or before if the entry is full.
- 10.4 **The entry fees for Solo Motorcycles, Outfits & 3-Wheelers is £37 (including on-event Insurance through the ACU Permit).**
- 10.5 **‘Signing-on’ will be by self-certification. The ACU digital Signing-on and Covid 19 Declarations will be accessed from within the on-line entry process. Please note that ticking the box to ‘Accept’ and completing the relevant fields of the on-line entry form are both required to comply with this requirement. You are NOT required to complete the information fields in the pdf declaration file itself.**
- 10.6 **Competition Licence details may be validated with Motorsport UK.**

- 10.7 Both riders and sidecar passengers will also need to upload images of their competition licence, club membership card and championship registration cards as appropriate. Guidelines for compiling these images into one document are available in a downloadable pdf file on the Torbay MC website, here: <https://www.torbaymotorclub.co.uk/events/>.

Any further details required will be advised in the Final Instructions.

If you have difficulty in entering online, and/or do not have access to internet banking, please email David Arnold (vicechair@torbaymotorclub.co.uk) with your phone number and he will call you back.

- 10.8 Withdrawals are to be sent by e-mail to the Entries Secretary named in the event SRs or the Event Secretary (if different) only, (copy to fd@torbaymotorclub.co.uk), giving the reason for withdrawal.
- 10.9 Entries withdrawn before the closing date will receive a full refund of the entry fee.
- 10.10 Entries withdrawn after the closing date and up to 48 hrs before the start of the event may be subject to an administration fee of 10% of the entry fee.
- 10.11 Entries withdrawn after 48 hours before the event will not be eligible for a refund
- 10.12 Entries will be acknowledged by dispatch of the Final Instructions approx. 5 days before the event.

11. INSURANCE

- 11.1 For Motorcycle Classes the RTA Cover for competing in the event is provided under the ACU Permit with no additional cost.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded, or retire from the event.

12. OFFICIALS

Stewards	Dennis Greenslade and t.b.c.
Clerk of Course (M'cycles)	Keith Sanders (ACU 209345)
Event Secretary & Entry Taker:	David Arnold Email vicechair@torbaymotorclub.co.uk
Results:	Keith Sanders
Marshal & Equipment Co-ordinators:	John Manser & Adrian White
Scrutineer (Bikes):	Norton Selwood

13. RESULTS & AWARDS

- 13.1 Provisional results will be published and posted as soon as possible.
- 13.2 Protests must be lodged in accordance with ACU regulations and made to the Clerk of the Course.
- 13.3 The following Awards will be given.

First overall Solo Motor Cycle

First overall Outfit/Combination/Three-wheeler

These trophies will remain the property of the Torbay Motor Club and must be returned by the date of the Trial on the following year.

Permanent awards will also be made for winners of these trophies to keep.

In addition, awards will be made for each class as follows:

First in class (subject to there being at least 3 starters in the class)

Second in class (subject to there being at least 5 starters in the class)

- 13.4 No competitor may win more than one award.
- 13.5 Awards will be available from approximately one month following the Trial.