

Torbay Motor Club



**Recognised
Club**

The Torbay Trial

Sunday 24th April 2022

ACTC 'Trial of the Year' 2018



Best Overall Car 2021 – Jack Selwood

SUPPLEMENTARY REGULATIONS

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 10.6)

(See 10.7 & 10.8 below to bring in line with Club policy on refunds)

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; please **enter online at www.torbaymotorclub.co.uk where you can submit your entry and pay on-line.**

Hall of Fame - Previous Torbay Trial Winners

Year	Overall Car	Best Torbay Member	Best Japanese Car
2021	Jack Selwood	Dean Vowden	Nick Deacon (Suzuki X90)
2020	Not run due to Covid-19		
2019	Aaron Haizelden (Scimitar SS1)	Adrian Dommatt	Brian Hampson (Suzuki X90)
2018	Craig Allen (VW Beetle)	Phil Parker	Nick Deacon (Suzuki X90)
2017	Brian Andrew (VW Beetle)	Edward Wilkins	Nick Symons (Mazda MX5)
2016	Craig Allen (VW Beetle)	Phil Parker	Nick Deacon (Suzuki X90)
2015	David Golightly (Moreton Brett Ford)	Phil Parker	
2014	Adrian Dommatt (Wolsley Hornet)	Keith Sanders	
2013	Dean Partington (DP Wasp)	Keith Sanders	
2012	Mike Chatwin (DP Wasp)	Keith Sanders	
2011	Nick Farmer (Cannon Alfa)	Dave Haizelden	
2010	Dudley Sterry (MG J2)	Dave Haizelden	
2009	Paul Bartleman (Troll)	Keith Sanders	
	Event not run between 2000 - 2008		
1999	Nigel Moss (Troll)		
1998	Dudley Sterry (MG J2)		
1997	Julian Dommatt (Dellow)		
1996	Graham Greenwell (Marlin 2000)	Dave Haizelden	
1995	Ian Moss (Ford Escort)	K West	
1994	Ian Facey (VW Beetle)	Mike Tucker	
1993	Mike Workman (GV Special)		
1992	Graham Watton (Talbot Samba)	K Tucker	
1991	Matthew Jones (Dingo)	K Lee	
1990	No event due to date change (Dec-Mar)		
1989	Terry Coventry (V8 Marlin)		
1988	Chris Reeson (Troll)	Greg Warren	
1987	Peter Wilson (VW Buggy)		

Torbay Motor Club – The Torbay Trial

SUPPLEMENTARY REGULATIONS

1. EVENT ORGANISATION AND AUTHORITY

Torbay Motor Club Ltd. will organise a Classic Reliability Trial on Sunday 11th April 2021. 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**

RS Clubman Permit No.: **125551.**

2. ELIGIBILITY AND LICENCE REQUIREMENTS

- 2.1 The event is open to all members of the Torbay Motor Club, competitors registered for the trials championships of either the Association of Classic Trials Clubs (ACTC) or the ASWMC, and members of the following invited Clubs.

Camel Vale MC, Holsworthy MC, Launceston & North Cornwall MC, Ross & District MC, Bristol MC, Exmoor MC, Minehead MC, North Devon MC, Stroud & District MC, Windwhistle MC, Woolbridge MC, Eastwood MC, VSCC, The Motorcycling Club (MCC), South Hams MC, Airedale & Pennine MC.

- 2.2 Competitors must fill in an electronic signing-on sheet, a scrutineering declaration and a Covid-19 declaration, and upload/send photographs of RS Clubman Licence (both sides), Club membership card and ACTC/ASWMC registration cards as appropriate entering the event on-line. (Guidelines are available in a downloadable pdf file on the Torbay MC website, here: <https://www.torbaymotorclub.co.uk/events/>)

Details will be advised in the Final Instructions.

- 2.3 Both the driver and passenger will need to hold a minimum of an RS Clubman licence.

3. CAR CLASSES

The event will have the eight standard classes as defined in the Motorsport UK Yearbook, rule T10.

Class 1 Front engine front wheel drive production cars (which from 01/01/2019 includes any FWD cars fitted with torque biasing or LSD).

Class 2 Production cars manufactured prior to 1941, and the following: MG TC; Morgan 4-4 Series 1; HRG 1100 and 1500; Dellow Mks 1 to 3; Allard (all Side-valve models); Buckler Mks 5 and 6; and Type 53; Ford models (upright models to 1959) - EO4A; E494A, E4930A/B, E93A, E493A and 103E; Pre 1941 Cars holding a current VSCC Buff Form; plus Front engine, rear wheel drive non-production cars built from pre-1941 components and holding an ACTC Certificate of Conformity.

The ACTC publishes Guidelines for Class 2 cars.

Class 3 Front engine, rear wheel drive production saloons (except vehicles in class 6).

Class 4 Rear engine, rear wheel drive production saloons up to and including 1300cc (except vehicles in class 7).

Class 5 a) Front engine, Production Sports Cars (except vehicles in Class 1 or 6).

- b) Vehicles in full HSTA Historic Class specification with fiddle brakes disabled plus Non-production cars built mainly from pre-1941 components (except vehicles approved for class 2) holding an ACTC Certificate of Conformity.
 - c) Non-production cars eligible for Class 2, but running on radial tyres.
- Class 6.
 - a) Rear engine, rear wheel drive Production cars (except vehicles in Class 4).
 - b) Front engine, Production cars fitted with a torque biasing differential as standard equipment, or any other form of traction control as standard equipment, throughout that model range and not available without it from stock.
- Class 7.
 - a) Production cars modified beyond permitted limits.
 - b) Rear engine, Production Cars fitted with a torque biasing differential as original equipment or any other form of traction control as standard equipment, throughout that model range and not available without it from stock.
 - c) Front engine, cars manufactured on a limited basis conforming to accepted specification (as defined in ACTC rule 4.2.2).
- Class 8.
 - a) Non-Production cars.
 - b) Rear Engine Cars (except vehicles in Class 4, 6 or 7).
 - c) Front Engine cars manufactured on a limited basis (except those in Class 7) including those which (i) have the rearmost part of the front seat cushion(s) rearward of any part of the rear tyres, or (ii) have a wheelbase of less than 90in (228.6 cm).
- Class 90. Suzuki X90 Vehicles, running an original engine block.

4. MANDATORY VEHICLE REQUIREMENTS

- 4.1 All vehicles must comply with Motorsport UK technical regulations.
- 4.2 The driver/rider is responsible for ensuring their vehicle is roadworthy, taxed and insured for the event (see item 11)
- 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 cars must have a strong towing attachment, front and rear, strong enough to withstand the snatch of a tow from a recovery vehicle.
- 4.6 All vehicles must have competition numbers in a prominent, near vertical position at the front and rear of the vehicle.
- 4.7 All tyres, including spares, must comply with the latest ACTC Approved Tyre List and in addition any "Summer" tyre with a max tread gap not exceeding 8mm may be used.
- 4.8 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.

- 4.9 Updated for 2022** Fire extinguishers to a level of safety specified in K.3.2 are mandatory and which are accessible to the crew of 1.75ltr minimum for AFFF or 2kg Powder. 2x1ltr AFFF, or 2x1Kg Powder is also permitted where space is limited.
- 4.10 The use of advertising decals and commercial displays on competing vehicles is prohibited.
- 4.11 All cars must carry a Motorsport UK approved Spill Kit.
- 4.12 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.
- 4.13 Cars - if you will have a Camera or Video Recording device mounted this must be declared on the entry form and the mounting security will be checked at Scrutineering.
- 4.14 All vehicles must comply with Construction and Use Regulations and where vehicles are required by law to have seat belts fitted these must be used when on public roads. It is recommended that seat belts are fitted and used on all cars at all times.
- 4.15 Vehicles that do not comply with class requirements will be moved to another class or may be excluded from the results.
- 4.16 Rearward vision whilst properly seated within the confines of the vehicle must be possible. Vehicles with solid rear bulkheads or an obstructed view along the centre line of the longitudinal access must be fitted with either external rear view mirrors or a reversing camera which must be operational during the event.

5. START & FINISH

- 5.1 The start and finish will be at Grammacombe Wood, Ashcombe, Exeter EX7 0QE. Toilet facilities and takeaway refreshments will be available. Trailers may be left at the start. Fuel is NOT available at the start but will be available at approximately 30 miles along the route. 4.2 Competitors and passengers should arrive at least 45 minutes before their scheduled start time and join the queue for Scrutineering.

6. RUNNING TIME & ORDER.

- 6.1 Cars will run in the following class order 8, 7, followed by classes 1 to 6 mixed.
- 6.2 The first Bike competitor will depart at 08:00 and the first Car competitor at 08.30; individual start times will be confirmed in the Entry List sent with the Final Instructions, 5 days prior to the event.
- 6.3 There is no time schedule for the road route and no penalty for late arrival at a section, except as in 6.5 and 9.7.
- 6.4 Any competitor passed by the official back marker/course closing vehicle will be deemed to have retired.

7. TRIALS CHAMPIONSHIP STATUS

The event is a round of the ASWMC Classic Trials Championship, Registration Number 8/2022, and Round 6 (Car) and Round 5 (Bikes) of the ASWMC/ACTC Championship (National and South Region).

8. COURSE & SECTIONS

- 8.1 The route will cover approximately 65 miles on public roads and private land.
- 8.2 Approximately 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.
- If this still does not resolve a Tie, then the “longest cleanest” principle will be applied.
- 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 & 202.
- 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 Tyre pressures restrictions may be imposed for some classes at some or all sections, dependent on weather conditions. These will be advised in the route book and/or in writing on Notice Board at the start or by the Marshall at the Section Start.
- 8.10 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 Motorsport UK regulation 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). If a tie still exists, then the winner will be decided on who went “furthest cleanest” from first hill.
- 9.5 A 12-mark penalty will be awarded to any competitor who does not observe the country code. If you meet a horse and rider, exercise extreme caution and if necessary, **STOP and switch off your engine.**
- 9.6 A 12-mark penalty may be incurred 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 80, initially allocated as 40 Cars and 40 Motorcycles; 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 this is 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 5 p.m. on Friday 8th April 2022, or earlier if full.
- 10.4 **The entry fee: Cars £42.00 (excluding on-event Insurance – see 11.1, below).**
- 10.5 **Entries will be submitted online at www.torbaymotorclub.co.uk. Please log-on to the website to enter and save your entry details, submit your entry and pay on-line.**
- If you have difficulty in entering online, please email Dave Arnold (arnolds21@virginmedia.com) with your phone number and he will call you back.**
- 10.6 Entry fees will be refunded in full if the entry is withdrawn before the closing date.
- 10.7 Entries withdrawn after the closing date and up to 48 hours before the event may be subject to a 10% surcharge.
- 10.8 Entries withdrawn after 48 hours before the event will not be subject to a refund.
- Given the close running of this event following the Lands' End Trial, any competitor who has to retire from the Lands' End Trial may receive a full refund providing the Entry Taker (arnolds21@virginmedia.com) is informed by 5pm on Monday 18th April 2022.**
- 10.9 Entries will be acknowledged by dispatch of Final Instructions approx. 5 days before the event.

11. INSURANCE

- 11.1 Insurance valid for this event is mandatory.

Torbay MC will obtain a blanket certificate of insurance from REIS to provide, to those car competitors who need to use the scheme, "Third Party Cover" to meet Road Traffic Act requirements on the road sections of the event. The basic rate before any loadings (discounted rate negotiated by ACTC) is **£16.50** inclusive of tax.

If you wish to use the REIS scheme, and you comply with all the following Declaration points and payment must be made at the point of entering online. No Letter of Acceptance will be issued.

Road Section Insurance Provider - Markerstudy Insurance Services Limited.

Acceptance Limits – Competitor Cover

Automatic acceptance will be given to all competitors meeting the following criteria:

Age 19 years or over

Has held a full licence for a minimum of 6 months

Has no more than 6 points on their licence

Has had no more than 1 fault claim in the last 3 years

The vehicle must hold a valid MOT Cert, current road insurance, and Road Tax, unless exempt from doing so.

All competitors MUST be a named driver on the road insurance

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25; all Competitors must be a named driver on the road insurance.

Anyone falling outside these limits can be referred directly to Reis Motorsport Insurance by calling 0115 965 1040 at least one working day prior to the event commencing – only in extreme conditions will they refuse insurance or a load premium.

- 11.2 Car competitors may make their own insurance arrangements, but this must include RTA cover while competing in this event.
- 11.3 Event insurance covering Third Party damage whilst on private land currently carries an excess of **£450** per incident (see Appendix 2, paragraph 3, sub-paragraph three, of the 2022 Motorsport UK Yearbook). The organising Club reserves the right to recover the cost of repair of any third-party damage, up to a maximum of **£450** per incident, from the entrant of any vehicle which causes such damage.

12. OFFICIALS

Club Stewards:	Dennis Greenslade, Roger Ugalde & Phil Harris.
Clerk of Course (Cars):	Dave Haizelden.
Deputy Clerk of Course & Results:	Keith Sanders
Event Secretary & Entry Taker:	David Arnold
Marshal & Equipment Co-ordinators:	John Manser & Adrian White

13. JUDICIAL PROCEDURES:

- 13.1. As far as practical, all judicial procedures will be managed digitally in the first instance and by open air meeting if necessary.
- 13.2. Competitors must ensure that a contact mobile phone number has been provided to the Event Secretary by 1800 hrs on Thursday 28th April; this will be used to make contact if required. Queries or protests to officials must be made in the first instance by SMS text to **07398 225880**.

14. RESULTS & AWARDS

- 14.1 Provisional results will be published and posted as soon as possible.
- 14.2 Protests must be lodged, in accordance with Motorsport UK GR C 5.1 to 5.7 inclusive, to the Clerk of the Course.
- 14.3 All Car entries will influence ACTC & ASWMC Championship points regardless of being registered for these championships or not.
- 14.4 All car entries are eligible for the following awards.
 - Torbay Motor Club 1st Overall Car Award. This will remain the property of Torbay Motor Club and must be returned by date of the 2023 Trial. A Permanent award will also be made for winner of this trophy to keep.
 - 1st in Class award (subject to 3 or more class entries).
 - 2nd in Class award (subject to 5 or more class entries).
 - Where there are insufficient entries classes may be amalgamated for the purposes of awards.
- 14.5 Discretionary Torbay Motor Club Awards will be given as follows.
 - Best performing Torbay Motor Club (car) member.
- 14.6 No competitor may win more than one award.
- 14.7 Awards will be available from approximately one month following the Trial.