



## TORBAY TRIAL – 25<sup>TH</sup> MARCH 2012

This years Torbay Trial will run as qualifying rounds of the 2011 ACTC and REIS ASWMC Championships on Sunday 25<sup>th</sup> March 2012, and will again cater for Car and Motorcycle Classes.

The Trial will start and finish at the Exeter Court Hotel, Kennford, immediately off the A38, approximately 1 mile from the end of the M5. The plan is to include 16 observed sections and 2 observed tests.

We are always looking for ways to improve the event and have carefully taken on-board the much valued feedback forms kindly completed by nearly all of last years competitors. This year we have reduced the overall mileage by 12 miles, reduced most of the dual carriageway mileage for motorcycle classes, introduced a lunch halt to prevent early runners arriving too much before Sections open, and deviation options for solo bikes to avoid the mud bath and long slippery lane at Upper Kingswell.

We will of course be retaining the much loved Classic hills such as Simms and Tiple, and the popular Sections of Cod Wood and Wooston, and plan to have at least two new Sections not used before.

The organising team very much hope you will be able to enter our Trial, however if you are not competing but would be able to Marshal then please contact Phil Harris – 07788 746083

All ACTC & ASWMC championship contenders will automatically receive regulations.

**Remember – Last years event was over-subscribed so please send your entries in early to avoid disappointment!**

Additional regulations and entry form are available from the Entry Taker – Dawn Sanders – 07766 558700

## SUPPLEMENTARY REGULATIONS

### 1. EVENT ORGANISATION AND AUTHORITY

Torbay Motor Club Ltd. will organise a National B Classic Reliability Trial on Sunday 25th March 2012. The meeting will be governed by the general regulations of the Motor Sports Association (MSA) 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: 26594MA25, Permits – MSA 68202, ACU 34137  
Department of Environment route authorisation applied for.

This event is a round of the 2012 REIS ASWMC Classic Reliability Trials Championship – Championship Registration Number 59 / 2012 and Round 7 of the 2012 ACTC Car and Motorcycle Classic Trial Championships.

### 2. ELIGIBILITY AND LICENCE REQUIREMENTS

The event is open to all elected and fully paid up members of the Clubs associated with Association of Classic Trials Clubs (ACTC) listed on [www.actc.org.uk](http://www.actc.org.uk), Association of South West Motor Clubs (ASWMC), and Auto Cycle Union (ACU) Affiliation.

Competition licences of at least MSA Non-Race Clubman's status for car drivers must be produced at signing on. Both driver and passengers must produce a current club membership card. Passengers who are not able to produce membership cards of an invited club may join ACTC by registering as a Passenger at the start and become a lifetime member for £1.

### 3.1 MOTORCYCLE CLASSES

- (A) Solo motorcycles of British manufacture. (Engine & Frame)(Pre 65)
- (B1) Solo motorcycles up to 225cc
- (B2) Solo motorcycles over 225cc and up to 450cc.
- (C) Solo motorcycles over 450cc.
- (D) Motorcycles with touring or trials sidecars.
- (E) 3 Wheelers (SEE APPENDIX)

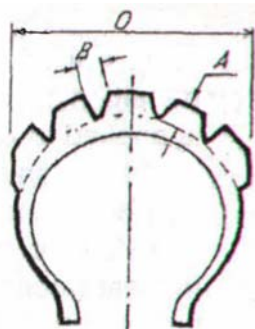
## PERMITTED MOTORCYCLE TYRES

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

### 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.

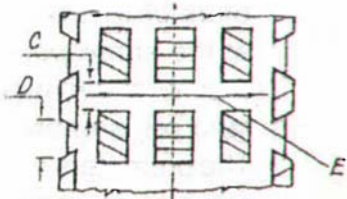


These dimensions will apply irrespective of Machine manufacturers or Tyre manufacturers statements.

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

An example of an acceptable tyre - Bridgestone Trailwing 302.

*Trials 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 front wheels via a differential which is not a torque biasing device.
- d) Engine capacity is limited up to 1300cc.

## 3.2 CAR CLASSES

The event will have the eight standard classes as defined in the MSA Blue Book rule T10

- Class 1) Front engine front wheel drive production cars (except vehicles in Class 6).
- Class 2) Production cars manufactured prior to 1941, and the following MGTC, Morgan 4/4 Series 1, HRG 1100cc, HRG 1500cc, Ford Models (upright models to 1959), Ford Engines E04A, E494A, E4930A/B, E93A, E493A, and 103E.
- 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) Front engine production cars built from pre 1941 components and satisfying tyre regulations stated in MSA Blue Book (except cars in class 2).
- 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 original or optional equipment.
- Class 7)
  - a) Production cars modified beyond permitted limits.
  - b) Rear engine, Production Cars fitted with a torque biasing differential as original or optional equipment.
  - 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 vehicles in Class 7)

## 4. MANDATORY VEHICLE REQUIREMENTS

- 4.1 All vehicles must comply with MSA or ACU technical regulations.
- 4.2 All vehicles must display a current tax disc and be 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 of sufficient strength 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 & rear of the vehicle.
- 4.7 All tyres, including spares, must comply with MSA regulation M.6.7.3 and relevant ACU regulations.
- 4.8 Any vehicle failing to comply with roadworthiness requirements will not be allowed to start. Vehicles damaged on route and deemed unroadworthy 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 excluded from the results.
- 4.9 All competing cars must carry a fire extinguisher (AFFF) of at least 2kg/1.75 Litre.
- 4.10 The use of advertising decals and commercial displays on competing vehicles is prohibited.
- 4.11 **New for 2012 - All cars must carry a MSA approved Spill Kit.**

## 5. START & FINISH

- 5.1 The start and finish will be at the Exeter Court Hotel, Kennford, Exeter, EX6 7UX, MR 192/915856 where hot and cold food will be available. Trailers may be left at the start. Petrol will be available in the Shell garage adjacent to the start/finish and at approximately 30 miles along the route.
- 5.2 Competitors must sign on and have their vehicles scrutineered at the start, prior to starting at the official time. Details will be advised in the Final Instructions.
- 5.3 The following documents will be inspected at the start – MSA/ACU Licence, Club Membership Cards (incl Passenger), and where applicable vehicle MOT Certificate.

## 6. RUNNING TIME & ORDER.

- 6.1 The event will run in the following class order A, B1, B2, C, D, E, 8, 7, 6 then random draw from classes 1 to 5.
- 6.3 The first competitor will depart from the start at 8.01 am, then bikes at 30sec and cars at one minute intervals.
- 6.4 There is no time schedule for the road route and no penalty for late arrival at a section, except as stated in 6.5 and 9.7.
- 6.5 Any competitor passed by the official back marker will be deemed to have retired.

## 7. TRIALS CHAMPIONSHIP STATUS

The event will be a round of the 2012 ACTC (Motorcycles & Cars) and REIS ASWMC Trials Championship for cars.

## 8. COURSE & SECTIONS

- 8.1 The route will cover approximately 65 miles on public roads and private tracks.
- 8.2 16 observed sections are expected to be run, plus observed test(s).
- 8.3 Observed Tests will count as tie decider only. A time of the slowest competitor in that class plus 10 seconds will be awarded for hitting a marker, 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 for finding the correct route rests with the competitor, and any competitor failing to do so may be liable to exclusion. 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). Walking beyond the Section Begins board of any section is prohibited. 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 Except on Observed Tests or Restarts, or unless stated in the final instructions, there will be no penalty for striking markers unless Marshall judges it was deliberate to gain an advantage. The "all wheels out" rule applies (you must not leave & rejoin the section).
- 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.
- 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.

## 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 regulations, however there is no penalty for striking a marker except Restart Boards or during Observed Test (see 8.7)
- 9.4 In the event of a tie, the lowest aggregated time of the observed test will decide the winner. If a tie still exists, the time in Test 1 will decide, and if still tying the vehicle with the smaller engine size will win. See 8.3 for observed test penalties.
- 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 100, initially allocated as 50 Cars and 50 Motorcycles but the organisers may transfer unused entry slots. If there are less than 35 entries, 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 the classes will be amalgamated.

10.3 The entry list opens on publication of these regulations and closes on 5<sup>th</sup> March 2012, or before if full.

10.4 The entry fees are: Cars £31 Solo Motorcycles £27, Outfits & 3-Wheelers £29.

Cheques should be made payable to "Torbay Motor Club Ltd."

10.5 Entries must be made on the official entry form, or a photocopy thereof and must be signed and accompanied by the correct fee.

Completed entry forms with payment must be sent to the Entry Taker by **Monday 5<sup>th</sup> March 2011:**

**Dawn Sanders, 5 Two Acre Court, Alphington, Exeter EX2 8YE**

**Telephone : 07766 558700**

10.6 Entry fees will be refunded provided the entry is withdrawn on or before the closing date

10.7 Entries will be acknowledged **only** by dispatch of the Final Instructions approx. one week before the event.

## 11. INSURANCE

11.1 Insurance for this event is mandatory for all vehicles in all classes.

11.2 The Club has obtained a blanket Cover Note from REIS (underwritten by Chaucer). This will provide competitors who need to use the scheme with Third Party Cover necessary to meet RTA requirements on the Road Sections of the Event.

The basic rate at the time of writing is £15.00 for cars and motorcycles.

If a competitor wishes to purchase cover via the organisers then they can do so prior to the event providing they comply with the following:

- ◆ 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 claims in the last 3 years

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. Any competitor, who falls outside these parameters, may be offered cover at the standard price (or a higher price) depending on circumstances. These competitors must ask the event organisers to obtain agreement from REIS prior to the event

Contact:

Samantha Bartlett, on 0115 988 2752 or [sam.bartlett@reis.co.uk](mailto:sam.bartlett@reis.co.uk)

REIS, 8, The Triangle, NG2 Business Park, Queens Drive, Nottingham, NG2 1AE

11.3. Competitors may make their own insurance arrangements providing this covers road use while participating in Motorsport event

11.4 **ALL competitors** must sign the Motor Sports Club Scheme signing-on sheet stating the cover they have in place for the event.

## 12. OFFICIALS

Stewards – , Dennis Greenslade and Chris Davies.

Clerk of the Course – Greg Warren Tel 07979708310

Deputy Clerk of Course – Nigel Sanders

Event Secretary – Rodger Harvey

Chief Marshal – Phil Harris

Scrutineers – Arthur & Dean Vowden (Cars), Dave Cole (Motor Cycle Classes)

## 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 MSA regulation O.5 and made to the Clerk of the Course.

13.3 The following trophies will be presented :

First overall Car

First overall Solo Motor Cycle

First overall Outfit/Combination Rider and Passenger

These trophies will be held for 11 months and remain the property of the Torbay Motor Club. Permanent awards will be made to winners of these trophies.

13.4 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)

13.5 Certificates will be awarded as follows:-

Second in class

Third in class

13.5 No competitor may win more than one award

13.6 All awards will be dispatched after the trial.