

Camel Vale Motor Club Ltd.

THE CAMEL CLASSIC TRIAL 2018



Last year's winner - Aaron Haizelden



INTRODUCTION

The Camel Classic Road Trial first ran in 1983 (called the Octo for the first two years) thanks to two new trialers Hans Viertel and Pete Allen. The event flourished every year and soon became a round of the Chester Motor Club Trials Championship and later ACTC and ASWMC Championship rounds. The original organising team of Hans and Pete were still running the event 31 years later in 2014.

Sadly Hans suddenly passed away in 2015 which was a huge loss to Camel Vale Motor Club and the trialling community. Hans was described by many as a true gentlemen and he is greatly missed by all. He really was totally immersed in trials; be it as a competitor, marshall or organising the Camel Classic in December every year. We hope his memory can live on in this event for many years to come.

Again this year the Camel Classic will be run as a dual permit event so that non-championship competitors may enter under the Clubmans permit and will not be required to produce a Competition Licence.

For the first time ever in 2015 we invited motorcycle solo's and outfits to enter the trial. This was a success and all the riders enjoyed the event so we will continue this for future years.

Hope you enjoy the event!

1. The Camel Vale Motor Club Limited will organise a National B and Clubmans Permit Classic Reliability Trial on Sunday, 2nd December 2018 starting at The Borough Arms, Dunmere, Bodmin, PL31 2RD. Map Ref: 200/048674
2. The meeting will be governed by the General Regulations of the Motor Sports Association Ltd., (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations, the National Sporting Code and Standing Regulations for trials of the ACU.
3. MSA permits applied for – Clubmans & National B. DOE Authorisation . ACU permit applied for.
4. The event is open to fully elected members of the ASWMC and ACTC Clubs and members of the ACU.
5. All competitors must produce a valid Club Membership Card, Competition Licence (if entered National B event), current MOT certificate and Championship Registration Card where applicable. Non Championship competitors are not required to produce a Competition Licence. Motorcycle entrants must produce their ACU membership card and motorcycle club membership card.
6. The event is a round of the ACTC Championship and the 2019 ASWMC Classic Reliability Trial Championship.
7. The programme of the meeting will be:
 - i) Scrutineering starts at 7.30.
 - ii) Individual times for scrutineering will be notified in the final instructions.

Any competitor not signed on 30 minutes before their start time may be excluded.
 - iii) First competitor starts at 8.00am.
8. Public roads will be used to link sections. There will be at least 14 sections/tests (2 Observed Special Tests for all classes). Details of sections/tests will be issued at signing on. The route will be approximately 55 miles on OS Maps 200 & 201.
9. The car event will consist of eight classes as follows:
 1. Front engine, front wheel drive production cars (except vehicles in class 6)
 2. Production cars originally manufactured prior to 1941 and the following - MG TC; Morgan 4.4 Series 1; HRG 1100 and 1500; Ford Models (upright models to 1959) E04A, E494A, E4930A/B, E93A, E493A and 103E.
 3. Front engine, rear wheel drive production saloons (except those vehicles in class 6)
 4. Rear engine, rear wheel drive production saloons up to and including 1300cc (except those vehicles in class 7)
 - 5:-
 - a. Front engine production sports cars (except those vehicles in classes 1 & 6)
 - b. Vehicles built from pre 1941 components (except vehicles in class 2) and satisfying the tyre regulations stated in M6.7.5.
 - 6:-
 - a. Rear engine, rear wheel drive production cars (except vehicles in class 4)
 - b. Front engine production cars fitted with torque biasing differentials as standard equipment
 - 7:-
 - a. Production cars modified beyond permitted limits as specified
 - b. Rear engine production cars fitted with torque biasing differentials as original or optional equipment
 - c. Front engine cars manufactured on a limited basis and conforming to accepted

specification and listed. These cars to conform with either or both of the following:- (1) have the rearmost part of the front seat cushion(s) forward of any part of the rear tyres and/or (2) have a wheelbase of 90inches or greater.

8:-

- a. Non-production cars
- b. Rear engine cars (except those vehicles in classes 4, 6 & 7)
- c. Front engine cars manufactured on a limited basis (except those vehicles in class 7) including those which (1) have the rearmost part of the front seat cushions(s) rearward of any part of the rear tyres, (2) have a wheelbase of less than 90inches.

All vehicles must comply with the MSA Technical Regulations for Classic Trials. All vehicles must have effective silencing; any vehicles considered by the Scrutineers to be too noisy will not be allowed to start. Noise checks may be in operation during the event.

The motorcycle event will consist of the following classes:

- A Solo Motorcycles of British manufacture (Engine and 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.
- X Motorcycles which don't comply with classes A – D, running for Honours only (no award).

All tyres must comply with actc or acu regulations as appropriate.

10. The Awards will be presented as follows:

The Dave Keat Trophy to be held for 11 months and replica to the best performance in car classes.

The Jon Kessell Award for the best performance by Camel Vale Member (entered under Camel Vale in their entry form) to be held for 11 months plus replica (car classes only).

Class Awards to the winner of each class except for overall winners (cars and motorcycle classes).

Second in Class awards subject to 5 starters in class

Third in Class awards subject to 9 starters in class

Novice Award subject to 3 novice starters, on class index.

Points will be awarded from the car classes towards the Camel Vale Bridge Garage Trials Trophy, the Camel Vale Car Trophy and the Vernon Perry Memorial Trophy, and the award for the best Under 21 year old to be awarded annually.

The Historic Motor Sport Trophy will be awarded to the person who helped the organisers the most in running the event.

11. The entry list opens on Saturday, 3rd. Nov. 2018 and CLOSES FINALLY ON FRIDAY, 23rd. NOVEMBER. The entry fee for cars, solo motorcycles, outfits and 3-wheelers is £33.50. All entries must be made on the official entry form and accompanied by the appropriate fee. Please enclose 2 x C5 SAE envelopes, 1ST Class, for final instructions and results if you don't wish to have them sent via email.

12. The secretary of the meeting to whom all entries must be sent is:

IAN CUNDY, 111 STATION ROAD, ST BLAZEY, PAR, CORNWALL.PL242LZ.
TEL. 01726 814393. Mobile. 07917 776395 or 07475 109745.
Email: cundyan@gmail.com

13. The maximum entry for the meeting, including reserves is 70, split cars 50 and motorcycles 20. The minimum is 25. The minimum for each class is 3. Should any of the minimum figures not be reached, the organisers have the right to cancel the meeting or amalgamate the classes as necessary. Entries will be selected by random draw within each class. Entry fees may be refunded less £3.00 administration fee if notified by Friday 30th November 2018.
14. Other officials are:
 Stewards: TBA (cars) TBA (motorcycles)
 Clerk of the Course: Pete Allen (Cars and motorcycles) ACU No - 170835
 Secretary: Ian Cundy. Results Secretary: Michelle Cundy
 Scrutineer: TBA (cars). TBA (motorcycles)
 Chief Marshall: Fiona Allen
15. Any protest must be lodged in accordance with the 2018 MSA 'Blue Book' and ACU regulations and sporting code.
16. Provisional Results will be published as soon as possible following the end of the event.
17. Competitors will be identified by numbers which will be issued at the start and must be removed at the finish or upon retirement.
18. Practising will not be allowed at any time and any competitor found doing so will be excluded.
19. Marking and penalties will be as printed in the appropriate section of the MSA General Regulations. All other General Regulations of the MSA apply as written. Motorcycles will be marked as follows- a stop or footing will constitute a failure at that point in the section. Footing will however be allowed for the first 3 yards in a section. Sections will be sub-divided 12 – 1. **Hitting markers is allowed on sections but not markers for restarts or on special tests**, unless otherwise stated in the route card or final instructions. Some sections will have re-starts for selected classes. In the event of a tie in any class, aggregate times on Observed Special Tests will decide, should a tie still exist, test 1 will decide, with the smallest cc engine having preference should a further tie exist.
20. All vehicles entered must be taxed, MOT'd and insured for this event. There will be no official lunch halt. The finish will be at THE BOROUGH ARMS, DUNMERE, BODMIN approximately 0.5 from Bodmin on the A389 towards Wadebridge. (Map Ref: 200 048674). Refreshments will be available at the finish where competitors must sign off to receive a Finishers Certificate. Petrol, Oil, etc. will be available near the start and once on route near Wadebridge. Competitors can leave trailers at the start/finish venue. Route cards will be issued at the start.
21. A minimum tyre pressure may be imposed by class or by section as announced on the route card.
22. Competitors will run in class order and must as far as possible remain in numerical order throughout the event.
- The classes will run in the following order: D, A, B1, B2, C, E, X, 7, 8, 1, 2, 3, 4, 5, 6**
23. No vehicles will be allowed to carry any advertising material except for club or championship decals up to a maximum of 55 sq. in. Competitors are reminded that advertisements covered by paper and/or tape are not acceptable. Any vehicle whose appearance or condition is below standard appropriate to the event will not be allowed to start. All cars must carry a small spill kit and fire extinguisher to Q3.1.1.

24. It is vital that competitor's cars must be capable of having a tow rope quickly and firmly fitted. This must be of sufficient strength to withstand the snatch of a tow from a recovery vehicle.

25. **INSURANCE**

Insurance must be valid for this type of event. The Club have applied for a Blanket Certificate of Insurance under the REIS Road Section Scheme. This will provide competitors who need to use the Scheme to obtain Third Party cover to meet RTA requirements. The Basic Rate for the Event (before any loadings) will be £15.50.

Applicants wishing to use the Scheme must be able to comply with all the points of the REIS Declaration:-

Over 21 and held a full licence for at least 6 months, not more than 1 fault accident in the last 3 years, no convictions other than a maximum of 6 speeding points, no physical or mental disabilities, no other material facts.

If able to comply with all above points above, simply sign on Signing On Forms for insurance at the start. No letter of acceptance will be issued. If unable to comply with any of the above points then a declaration form must be obtained direct from REIS to obtain acceptance to the scheme well in advance.

26. Any competitor overtaken by a back- marker will be deemed to have retired.

27. Any competitor involved in an accident must make a written report to the Secretary at the finish or within 7 days of the event if a non-finisher.

28. Entries will not be acknowledged before posting Final Instructions (26th November 2018) unless entrant encloses an additional SAE with their entry and request acknowledgement or provide an email address on the entry form.

29. Any offers of marshalling would be greatly appreciated so please contact Fiona Allen on 01637 880301 or fionaallenvw@hotmail.com.

30. **NO MUDDY BOOTS OR SHOES PLEASE** (carry a clean pair for use at the finish).

31. Details of overnight accommodation can be supplied by contacting the secretary.

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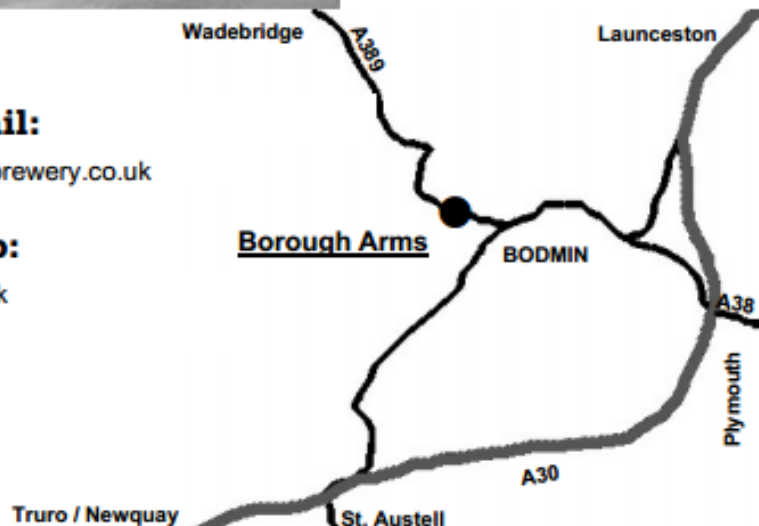
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Previous Winners

Dave Keat Award/Wadham Stringer*(Overall)*

1983	Roger Hancock	
1984	John Clarkson	
1985	John Clarkson	
1986	Richard Penhale	
1987	Steve Ball	
1988	Roger Hancock	
1989	Roy Malin	
1990	Roger Hancock	
1991	Graham Watton	
1992	Jon Robilliard	
1993	Dean Vowden	
1994	Jon Robilliard	
1995	Jon Robilliard	
1996	Clive Kalber	
1997	Martyn Harry	
1998	Adrian Dommett	
1999	Paul Bartleman	
2000	Nigel Allen	
2001	-----	Did not run
2002	Nigel Allen	
2003	Paul Bartleman	
2004	Paul Bartleman	
2005	Paul Bartleman	
2006	Adrian Marfell	
2007	Emma Robilliard	
2008	Tony Young	
2009	Paul Bartleman	
2010	Paul Bartleman	
2011	Ian Moss	
2012	Adrian Marfell	
2013	Keith Sanders	
2014	Keith Sanders	
2015	David Haizelden	
2016	Keith Sanders	
2017	Aaron Haizelden	

Lubetech Trophy/John Kessell Award*(Best Camel Vale Member)*

Lester Keat
Steve Ball
Roy Bray
Dave Keat
Jon Robilliard
Jon Robilliard
Adrian Ball
Roger Hancock
Roger Hancock
Jon Robilliard
Roger Hancock
Roger Hancock
Roger Bricknell
Roger Hancock
Martyn Harry
Jon Robilliard
Ian Cundy

Roger Bricknell
Andrew Martin
David Haizelden
Ian Cundy
Dick Bolt
Andrew Rippon
Tristan White
Alan Keat
Dick Bolt
Andrew Rippon
Ben Gladwyn
Lester Keat
Andrew Rippon
James Shallcross
Simon Groves
Roger Hancock