



# GERRY P EVANS MEMORIAL CYMRU TRIAL

Run alongside the CYMRU BACH CLUBMANS TRIAL

SATURDAY 20<sup>th</sup> JULY 2019

**A qualifying round of the Link-Up Motorsport UK British PCT Championship, BTRDA® Car Trials & Allrounders Championships, ANWCC Trials & Allrounders Championships, WAMC Trials Championship and the Glynne Edwards Memorial Championship**

Welcome to the 57<sup>th</sup> Cymru Trial, again on the Hendrellwyn Farm site with its' spectacular views of the Snowdonia range, a big thanks to Mr Robin Crossley for sponsoring the event by allowing us the use of his land.

As has been customary in recent years, we are running as the first part of a Welsh Weekend, along with Clwyd Vale MC, for championship contenders and club competitors!

We look forward to receiving your entry or, if not, would welcome you to the event as a marshal or official.

The Organising Team.

## SUPPLEMENTARY REGULATIONS

[1] The North Wales Car Club Ltd will organize and promote a National B permit Production Car Trial on Saturday 20<sup>th</sup> July 2019 at Hendrellwyn-y-Maen, near Llanfair Talhaiarn, map ref 116/895678, post code LL22 8TE. Co-ordinates 53.195N, -3.655W.

[2] The meeting will be governed by the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these SR's and any written instructions that the organizing Club may issue for the event.

[3] Motorsport UK Permit Number 113266.

[4] The event is open to (a) all fully elected paid-up members of the promoting Club; (b) all fully paid-up members of the British Trials & Rally Drivers Association (BTRDA®); (c) all fully paid-up members of member clubs of the Association of North-Western Car Clubs (ANWCC); (d) all fully paid-up members of member clubs of the Welsh Association of Motor Clubs (WAMC); and (e) all registered entrants in the Championships listed in ASR 6 below.

[5] All drivers in the event must produce a valid Competition Licence, Club Membership Card and (where appropriate) Championship Registration Card. Note that passengers, if carried (Motorsport UK GR T4.1), must also be in possession of a valid Club Membership Card (Motorsport UK GR T3.1.6).

[6] The event is a qualifying round of the following Championships – Motorsport UK British PCT Championship (2019/CT/0600), BTRDA® PCT Championship, BTRDA® Allrounders Championship (4/2019), ANWCC Trials Championship (23/2019), ANWCC Allrounders Championship (24/2019), WAMC Trials Championship (58/2019) and the Glynne Edwards Memorial Championship (9/2019).

[7] The programme for the meeting will be: Scrutineering starts at 0900 hours. Any competitor not signed on by 1015 hours will be deemed a non-starter. Drivers briefing at 1020 hours, first car starts immediately afterwards. Start time 1030 hours.

[8] Public roads will not be used to link sections. There will be at least six different tests on private land, with a total minimum of 20 run. Details of the tests will be issued at signing-on. (Motorsport UK GR T6.1) The entry may be split into groups starting at different hills. (Motorsport UK GR T5.2). The event may include sections which have split routes, different starts or restart points. There will not be any timed sections.

[9] Classes will be defined as follows (T11):  
Class 1 – 2WD production cars carrying no ballast. 2-wheel-drive production cars, first registered on or after 1<sup>st</sup> January 1998, taxed for road use, carrying no ballast and with no modifications save as follows: (a) the fitting of under body protection weighing no more than 10kg (including fittings); (b) the replacement of wheels in

accordance with Motorsport UK GR T11.12; (c) the replacement of tyres in accordance with Motorsport UK GR T11.12.5. Minimum tyre pressures on driven wheels (see notes 1 & 2 below) – FWD cars up to 1200cc 12psi, up to 1400cc 14psi, over 1400cc 16psi; FE RWD cars 12psi, RE cars 20psi.

Class 2 – FWD (Front-wheel-drive production cars not eligible for Class 1). Minimum tyre pressures on driven wheels (see notes 1 & 2 below) – up to 1200cc 12 psi; up to 1400cc 14 psi; over 1400cc 16psi.

Class 3 – RWD (Rear-wheel-drive production Cars not eligible for Class 1). All cars must have an overall first gear ratio which is numerically less than 17:1. Minimum tyre pressures on driven wheels (see note 1 below) – FE Sports Cars up to 1800cc 16psi; FE Sports Cars over 1800cc 22psi; FE Saloon Cars up to 1800cc 14psi; FE Saloon Cars over 1800cc 20psi; RE cars up to 1000cc 22 psi; RE cars over 1300cc 26psi.

Modified Production and Kit Cars (not eligible for Classes 1 or 2) complying with Motorsport UK Regulation T10 (except for T10.1 – MoT not required off road) and modified no further than the limits specified in Regulation T10 (Classes 1-6). Front-engine Kit Cars to approved Motorsport UK specification. Front-engined Kit Cars modified beyond Regulation T11 and modified up to the limits specified in Motorsport UK GR T10 Class 7(c) and complying with Motorsport UK GR T10 (except for T10.1 – MoT not required off road) and with the ACTC approved specification (written evidence of such specification to be produced on demand to any event or eligibility official or Championship representative). All cars to be 2WD and have an overall first gear ratio numerically less than 17:1 and conform to Car Trials Regulations for tyres (T11.12.6). Minimum tyre pressures on driven wheels (see Note 1 below) – FWD cars 16psi; FE RWD Cars 22psi; FE Kit Cars 24psi; RE cars 26psi.

Class 8 – Non-Production Cars (2-wheel-drive cars modified beyond Regulation T11, modified no further than the limits specified in Regulation T10 Class 8 and complying with Regulation T10, except for T10.1 – MoT not required off-road. Cars in this class will not be eligible for overall placings (index of performance). Minimum tyre pressures on driven wheels (see Note 1) – FWD cars 22psi; FE RWD cars to ACTC specifications 22psi; FE Kit Cars 24psi; RE cars 26psi.

Note 1: Any car fitted with a torque biasing differential or any other form of mechanical traction control as catalogued for that car will have tyre pressures set at 4psi above the specified Class pressure. However, any car fitted with an unmodified original equipment electronic traction control system will be allowed without the 4psi tyre pressure penalty.

Note 2: Cars with an overall length of 166 inches and over in Classes 1 & 2 may reduce tyre

pressures by not more than 4psi subject to an absolute minimum pressure of 12psi.

Classes will not be amalgamated under any circumstances.

[9A] Tyres – in addition to Motorsport UK GR L11.12.6 the following tyres are prohibited - (a) those having any of the following patterns, inscriptions or manufacturers' designations – 'All Seasons', 'Grip', 'Snow', 'Special Use' 'Town & Country', 'Mud & Snow', 'M+S', 'M.S', 'M&S' or the Three Peaks Mountain Snowflake symbol; (b) those constructed primarily for off-road use; (c) those having additional grooves intentionally cut into the thread patterns (post manufacture); (d) Goodyear All Weather Steel Radial, Goodyear Vector, Pirelli P7, Michelin XRN or Uniband Rally Steel.



[10] Awards – 1<sup>st</sup> Overall (on index of performance) the Gerry P Evans Memorial Trophy (to be held for 11 months or until return is requested) plus an award; 1<sup>st</sup> Overall (on lowest marks lost) the President's Trophy (to be held for 11 months or until return is requested) plus an award; 1<sup>st</sup> in each class, an award; 2<sup>nd</sup> in each class (subject to 6 class entries), an award; 3<sup>rd</sup> in each class (subject to 10 class entries), an award; 1<sup>st</sup> Junior (under 25 years of age at the date of the event), an award.

The MSA Shield will be presented to the highest-placed Motorsport UK British Championship contender in overall classification.

The BTRDA Crested Spoon will be awarded to the BTRDA member finishing highest in overall classification – this will be forwarded direct to the award winner by the BTRDA.

[11] The entry list opens on publication of these SR's and closes on Tuesday 16<sup>th</sup> July 2019. The entry fee is £30. Cheques should be made payable to "North Wales Car Club Ltd.". All entries must be made on the official entry form and be accompanied by the appropriate fee. Online facilities for entries and payment available – see entry form.

E-mail will be used for all correspondence (acknowledgement, Final Instructions and Entry List, Results) except where no e-mail address is given. Final Instructions, Entry List and Results



will also be published on the club website  
[www.northwalescarclub.co.uk](http://www.northwalescarclub.co.uk) when available,  
also on [www.anwcc.co.uk](http://www.anwcc.co.uk)

[12] Entries should be sent to Claire Farrant, 3  
Upchurch Close, Liverpool, L8 4YP. E-mail  
[minime.ct@hotmail.co.uk](mailto:minime.ct@hotmail.co.uk)



[13] The maximum entry for the meeting is 50.  
The minimum is 20. Should the minimum figure  
not be reached the organizers reserve the right to  
cancel the meeting. Entries will be selected in  
order of receipt.

[14] Event Officials are:  
Clerk-of-the-Course

Dave V Thomas (07788 995345)

Secretary, Entries & Results

Claire Farrant (07887 886782)

Chief Marshal Gary Farrant (07557 387848)

Scrutineer Rob Jones (North Wales CC)

Club Steward Jim Jones (Caerns & Ang MC)

Please address all enquiries to 11 Maes Canol,  
Llandudno Junction, LL31 9UX – tel 01492 584872  
or 07788 995345 or e-mail [anwcc@talktalk.net](mailto:anwcc@talktalk.net)

[15] Provisional results will be published as soon  
as possible after each round by displaying a full  
breakdown of penalties incurred. Full detailed  
results will be sent to all competitors by e-Mail,  
where an e-Mail address has been given, as soon  
as practical after the event. Other competitors will  
be sent a copy by post, within seven days of the  
event. (Motorsport UK GR H35.1.8). Results will  
also be published on our website.

[16] Any protest must be lodged in accordance  
with Motorsport UK GR C5.

[17] Starting numbers will be drawn by ballot on  
the closing date, and will be supplied at signing-  
on. The starting signal will be verbal.

[18] Competitors will be identified by score cards  
and numbers to be fixed to centre top of  
windscreen, which will be provided by the  
organizers.

[19] Marking and penalties will be as Motorsport  
UK GR T7.5.

No practicing near or on hills will be permitted.  
Additionally, driving of a vehicle, other than by a  
signed-on competitor, before the event, during  
the lunch break or after the event, anywhere near  
the competitive hills is not covered by the event  
insurance and is not permitted. It is the entrant's  
responsibility to ensure compliance with the  
above. A penalty of 50 marks will be applied to  
the one, or both if two, nominated driver(s) of the  
car so used.

[20] All other General Regulations of the  
Motorsport UK apply as written except for the  
following which are modified:

D17.1 – vehicles may be driven by a maximum of  
2 competitors. In such case the responsibility of  
the entry shall be shared jointly by both entrants  
and the vehicle shall only compete once with the  
same driver.

T1.2 – due to the whole of the event taking place  
on private land cars need not be insured or  
licenced for road use. Class 1 cars must be  
taxed, proof may be requested.

T4.1 – Passengers are not mandatory, but the  
number of crew members must not be varied  
during the event.

T7.1 – all officials and marshals shall be deemed  
to be Judges of Fact and their decisions will be  
final. List of such persons will be available at  
signing-on prior to the start of first car.

[21] Vehicles will be strictly scrutineered and any  
vehicle not complying with the Motorsport UK  
specifications for Car Trials (GRs T9 & T11) will  
not be permitted to start, or may be reclassified.

[22] Limited toilet facilities will be available.

[23] Refreshments will not be available at the  
venue.

[24] Final instructions and entry list will be e-  
Mailed to those who have supplied e-Mail address,  
and posted to those who have not indicated this  
facility on Wednesday 17<sup>th</sup> July 2019 by first class  
post.

[25] Acknowledgements:

Mr R Crossley, Motorsport UK, BTRDA®, ANWCC,  
WAMC, all competitors and marshals.

**PREVIOUS WINNERS - CYMRU TRIAL**

1959	Tony Gorst	Dellow
1960	A W Clifft	Hillman Minx Drophead
1961	Mike Hinde	Volkswagen Beetle
1962	Mike Hinde (2 <sup>nd</sup> )	Volkswagen Beetle
1963	Alan Eadon	Triumph Herald
1964	Mike Stephens	DAF 55
1965	Mike Hinde (3 <sup>rd</sup> )	MG TF
1966	Mike Hinde (4 <sup>th</sup> )	SIMCA Arönde
1967	R G Williams	HRG 1500
1968	R G Williams (2 <sup>nd</sup> )	HRG 1500
1969	Gerry Evans	Austin 1300
1970	Gerry Evans (2 <sup>nd</sup> )	Austin 1300
1971	Bill Moffatt	Hillman Imp
1972	Bill Moffatt (2 <sup>nd</sup> )	Hillman Imp
1973	Mike Hinde (5 <sup>th</sup> )	Clan Crusader
1974	Mike Hinde (6 <sup>th</sup> )	Clan Crusader
1975	Mike Stephens (2 <sup>nd</sup> )	Ford Escort Mexico
1976	Malcolm Brown	Austin-Healey Sprite
1977	Mike Stephens (3 <sup>rd</sup> )	Ford Escort Mexico
1978	Bill Moffatt (3 <sup>rd</sup> )	Hillman Imp
1979	Steve Courts	Škoda Octavia
1980	Steve Courts (2 <sup>nd</sup> )	Škoda Octavia
1981	George Harrison	Leyland Mini 1275 GT
1982	Steve Courts (3 <sup>rd</sup> )	Hillman Imp
1983	Mike Stephens (4 <sup>th</sup> )	Škoda Octavia
1984	Bill Moffatt (4 <sup>th</sup> )	Hillman Imp
1986	Barrie Parker	Peugeot 104
1987	Dave Smith	MG Midget
1988	Mike Hinde (7 <sup>th</sup> )	Volkswagen 1302S
1989	Mike Hinde (8 <sup>th</sup> )	Volkswagen 1302S
1990	Mike Stephens (5 <sup>th</sup> )	Volkswagen 1302S
1991	Steve Courts (4 <sup>th</sup> )	Hillman Imp
1992	Bill Moffatt (5 <sup>th</sup> )	Clan Crusader
1993	Neil Mackay	Vauxhall Nova
1994	Mike Stephens (6 <sup>th</sup> )	Volkswagen 1302S
1995	Simon Harris	Volkswagen Golf GTi
1996	Simon Harris (2 <sup>nd</sup> )	Volkswagen Golf GTi
1997	Jeff Buchanan	Citroën CX GTi
1999	Jeff Buchanan (2 <sup>nd</sup> )	Vauxhall Nova
2000	Duncan Stephens	Vauxhall Nova
2002	Duncan Stephens (2 <sup>nd</sup> )	Vauxhall Nova
2003	John Ludford	Marlin Roadster
2004	Simon Harris (3 <sup>rd</sup> )	Volkswagen Golf GTi
2005	Les Andrew	Peugeot 104 ZS
2006	Neil Mackay (2 <sup>nd</sup> )	FIAT Panda
2007	Dave Oliver	Hillman Imp
2009	Dave Oliver (2 <sup>nd</sup> )	Hillman Imp
2010	Barrie Parker (2 <sup>nd</sup> )	Volkswagen Scirocco
2011	Barrie Parker (3 <sup>rd</sup> )	Toyota MR2
2012	Duncan Stephens (3 <sup>rd</sup> )	Vauxhall Nova
2013	Roger Holder	Toyota Starlet
2014	Rupert North	Rover Mini
2015	Henry Kitching	Vauxhall Corsa
2016	Henry Kitching (2 <sup>nd</sup> )	Vauxhall Corsa
2017	Shawn Franklin	Citroën Saxo
2018	Trevor Moffatt	Vauxhall Corsa

2019 It could be You !!!

**Most Cymru wins – DRIVERS:**

1 <sup>st</sup>	Mike Hinde	(8)
2 <sup>nd</sup>	Mike Stephens	(6)
3 <sup>rd</sup>	Bill Moffatt	(5)
4 <sup>th</sup>	Steve Courts	(4)
=5 <sup>th</sup>	Simon Harris, Barrie Parker, & Duncan Stephens	(3)
=8 <sup>th</sup>	R G Williams, Gerry Evans, Jeff Buchanan, Neil Mackay, Dave Oliver & Henry Kitching	(2)
=14 <sup>th</sup>	Tony Gorst, A W Clift, Alan Eadon, Malcolm Brown, George Harrison, Dave Smith, John Ludford, Les Andrew, Roger Holder, Rupert North, Shawn Franklin & Trevor Moffatt	(1)

**Most Cymru wins – CAR MAKES:**

1 <sup>st</sup>	Volkswagen	(10)
2 <sup>nd</sup>	Hillman	(9)
3 <sup>rd</sup>	Vauxhall	(8)
=4 <sup>th</sup>	Clan & Škoda	(3)
=6 <sup>th</sup>	MG, HRG, Austin, Ford, Mini, Peugeot, Toyota & Citroën	(2)
=14 <sup>th</sup>	Dellow, Triumph, DAF 55, SIMCA, Austin-Healey, Marlin & FIAT	(1)

**Most Cymru wins – CAR MODELS:**

1 <sup>st</sup>	Hillman Imp	(8)
2 <sup>nd</sup>	Volkswagen Beetle	(6)
3 <sup>rd</sup>	Vauxhall Nova	(5)
=4 <sup>th</sup>	Clan Crusader, Škoda Octavia Volkswagen Golf & Vauxhall Corsa	(3)
=8 <sup>th</sup>	HRG, Austin 1300, Ford Escort Mexico, Mini & Peugeot 104	(2)
=13 <sup>th</sup>	Dellow, Hillman Minx, Triumph Herald, DAF 55, MG TF, SIMCA Arönde, Austin-Healey Sprite, MG Midget, Citroën CX, Marlin, FIAT Panda, Volkswagen Scirocco, Toyota MR2, Toyota Starlet & Citroën Saxo	(1)

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