



GERRY P EVANS MEMORIAL CYMRU TRIAL

SATURDAY 7th August 2021

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

This will be the first Car Trial to be held in Wales this year, where Covid regulations differ from the rest of the UK. The regulations below are "standard" regulations. Regulations indicated by vertical line on left-hand edge may be superseded by the "Covid" regulations which are listed in the appendix, and depends on restrictions and relaxations imposed by the Senedd (Welsh Assembly) who meet regularly.

Welcome to the 58th Cymru Trial, once again on the Hendrellwyn-y-Maen Farm site, 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 Bala & District MC, for championship contenders and club competitors!

Following the cancellation (twice, firstly due to flooding then due to Covid) of the 2020 event we are pleased to be back on the Welsh hillside with its spectacular views of the Snowdonia range and for this year we have been granted use of an area that has not been used before – there will be three or four hills on smooth territory with others on more familiar ground.

All attendees should note the Covid restrictions and we look forward to receiving your entry or, if not, would welcome you to the event as a marshal. The Organising Team.

SUPPLEMENTARY REGULATIONS

[1] The North Wales Car Club Ltd will organize and promote a Clubman permit Production Car Trial on Saturday 7th August 2021 at Hendrellwyn-y-Maen, near Llanfair Talhaiarn, map ref 116/895678, post code LL22 8TE. Co-ordinates 53.195N, -3.655W. What 3 words – noodle, baker, animated (entrance) or open, soups, hushed (site HQ).

[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 SRs and any written instructions that the organizing Club may issue for the event.

[3] Motorsport UK Permit Number 122219

[4] The event is open to (a) all fully elected paid-up members of the promoting Club, (b) all registered entrants in the Motorsport UK British, British Trials & Rally Drivers Association (BTRDA®), ANWCC and WAMC Championships, and (c) members of the following invited clubs – Bala & DMC, British Trials & Rally Drivers Association (BTRDA®) Broughton & Bretton MC, Caernarvonshire & Anglesey MC, Clwyd Vale MC, Harlech & DMC, 116 CC, Rhyl & DMC, plus a maximum of 6 other clubs on application for invitation.

[5] All drivers in the event must produce a valid Competition Licence (minimum RS Clubman), Club Membership Card and (where appropriate) Championship Registration Card. All passengers, if carried (Motorsport UK GR T4.1), must also be in possession of a valid Competition Licence (minimum RS Clubman), Club Membership Card (Motorsport UK GR T3.1.6). Note that RS Clubman Licences must be obtained before the day, by completion of the online application form. For passengers under 18 years of age a parental consent form must also be completed in respect of such participants.

[6] The event is a qualifying round of the following Championships – Motorsport UK British Trials Championship (2021/CT/0600), BTRDA® Car Trials Championship, BTRDA® Allrounders Championship (32/2021), ANWCC Trials Championship (14/2021), ANWCC Allrounders Championship (19/2021),

WAMC Trials Championship (49/2021) and the Glynne Edwards Memorial Championship (15/2021).

[7] The programme for the meeting will be: Scrutineering starts at 0900 hours. Any competitor not signed on by 1015 hours may 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): All cars must comply with Regulation T9 and T11.6 through T11.14.3 of the 2021 Motorsport UK Yearbook, except as varied herein.

The term Car shall be taken to mean Series or Specialist Production Car or Sports Car, Kit Car or Production Kit Car, all as defined in Section B of the 2021 Motorsport Yearbook.

All cars must be 2WD and have an overall first gear ratio which is numerically less than 17:1.

All Production Cars must only use gear and axle ratios as stated in the official manufacturer's handbook for the model and year of manufacture.

Class 1 – 2WD production cars carrying no ballast. 2-wheel-drive production cars, first registered on or after 1st 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 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 Production Cars and Production Kit Cars*. 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 1000cc 26psi.

* Production Kit Cars are not eligible for T 11.12 and must only use wheels of the sizes detailed in their Motorsport UK specification which can be found in the Motorsport UK online Resource Centre. Production Kit Cars must comply with T11.12.5. to T11.12.8.

Modified Production Cars and Modified Kit Cars** - Cars (not eligible for Classes 1 or 2) complying with Motorsport UK Regulation T10 Classes 1-6 and 7(b) and front-engined Kit Cars to approved Motorsport UK specification or modified beyond Car Trials Formula regulations and up to the limits specified in T10 Class 7(c), and with the ACTC approved specification readily available for inspection. T10.1 may not apply as MOT is not required when off road. The Car Trials Wheels and Tyres regulations T11.12.5 and T11.12.6 must be complied with. Minimum tyre pressures on driven wheels: FWD cars 16 psi; FE RWD cars 22 psi; FE Kit cars 24 psi; RE cars 26 psi.

** Compliance shall not extend to T10.9. or T11.12, i.e. only wheels of the sizes detailed in their Motorsport UK specification or ACTC specification may be used.

In all other cases of rule compliance, Classic Reliability Trial Vehicles regulations will prevail.

Class 8 – Non-Production Cars - (2-wheel-drive cars conforming with Regulation T10 Class 8 and subject to the limitations set out in Regulation T10 to T10.14.5. 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 26psi; 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. 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 (4216mm) 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.

[10] 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.

[11] 1st 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; 1st Overall (on lowest marks lost) the President's Trophy (to be held for 11 months or until return is requested) plus an award; 1st Overall Clubman (on index of performance) the Cymru Bach Trophy (to

be held for 11 months or until return is requested) plus an award; 1st in each class, an award; 1st Junior (under 25 years of age at the date of the event), an award. Other awards dependent on number of entries.

A Clubman competitor is defined as a competitor who is not registered for one of the Championships listed in SR6, other than the Glynne Edwards Memorial Championship.

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.

[12] The entry list opens on publication of these SRs and closes on Saturday 31st July 2021 (note earlier date to enable Covid requirements to be completed). The entry fee is £30. Payment by BACS is preferable although cheques payable to "North Wales Car Club Ltd." sent to the event secretary will be accepted. Bank account details will be given in your entry acknowledgement. All entries must be made using the online entry form – the link will be displayed on the club website www.northwalescarclub.co.uk, also on www.anwcc.co.uk

Acknowledgement of online entries will be automatic after pressing the submit button. 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 be published on www.anwcc.co.uk/cymru.htm

[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] OFFICIALS ...

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)

Event Steward

Covid Officer

Please address all enquiries to 11 Maes Canol, Llandudno Junction, LL31 9UX – tel 01492 584872 or 07788 995345 or e-mail 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, 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 the websites in ASR 12 above.

[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 notified to competitors by means of an e-mailed entry list.

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

[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 Monday 2nd August 2021 by first class post.

[27] ACKNOWLEDGEMENTS ... Mr R Crossley, Motorsport UK, BTRDA®, ANWCC, WAMC, all competitors and marshals.

REGULATIONS MARKED WITH A VERTICAL LINE ON LEFT-HAND SIDE MAY BE SUPERSEDED BY THE COVID REGULATIONS OVERLEAF – THIS WILL BE CLARIFIED IN THE FINAL INSTRUCTIONS ISSUED PRIOR TO THE EVENT.

PREVIOUS WINNERS - CYMRU TRIAL

1959 Tony Gorst (Dellow); 1960 A W Clifft (Hillman Minx Drophead); 1961 Mike Hinde (Volkswagen Beetle); 1962 Mike Hinde (Volkswagen Beetle); 1963 Alan Eadon (Triumph Herald); 1964 Mike Stephens (DAF 55); 1965 Mike Hinde (MG TF); 1966 Mike Hinde (SIMCA Arönde); 1967 R G Williams (HRG 1500); 1968 R G Williams (HRG 1500); 1969 Gerry Evans (Austin 1300); 1970 Gerry Evans (Austin 1300); 1971 Bill Moffatt (Hillman Imp); 1972 Bill Moffatt (Hillman Imp); 1973 Mike Hinde (Clan Ceusader); 1974 Mike Hinde (Clan Crusader); 1975 Mike Stephens (Ford Escort Mexico); 1976 Malcolm Brown (Austin-Healey Sprite); 1977 Mike Stephens (Ford Escort Mexico); 1978 Bill Moffatt (Hillman Imp); 1979 Steve Courts (Škoda Octavia); 1980 Steve Courts (Škoda Octavia); 1981 George Harrison (Leyland Mini 1275 GT); 1982 Steve Courts (Hillman Imp); 1983 Mike Stephens (Škoda Octavia); 1984 Bill Moffatt (Hillman Imp); 1986 Barrie Parker (Peugeot 104); 1987 Dave Smith (MG Midget); 1988 Mike Hinde (Volkswagen 1302S); 1989 Mike Hinde (Volkswagen 1302S); 1990 Mike Stephens (Volkswagen 1302S); 1991 Steve Courts (Hillman Imp); 1992 Bill Moffatt (Clan Crusader); 1993 Neil Mackay (Vauxhall Nova); 1994 Mike Stephens (Volkswagen 1302S); 1995 Simon Harris (Volkswagen Golf GTi); 1996 Simon Harris (Volkswagen Golf GTi); 1997 Jeff Buchanan (Citroën CX GTi); 1999 Jeff Buchanan (Vauxhall Nova); 2000 Duncan Stephens (Vauxhall Nova); 2002 Duncan Stephens (Vauxhall Nova); 2003 John Ludford (Marlin

Roadster); 2004 Simon Harris (Volkswagen Golf GTi); 2005 Les Andrew (Peugeot 104 ZS); 2006 Neil Mackay (FIAT Panda); 2007 Dave Oliver (Hillman Imp); 2009 Dave Oliver (Hillman Imp); 2010 Barrie Parker (Volkswagen Scirocco); 2011 Barrie Parker (Toyota MR2); 2012 Duncan Stephens (Vauxhall Nova); 2013 Roger Holder (Toyota Starlet); 2014 Rupert North (Rover Mini); 2015 Henry Kitching (Vauxhall Corsa); 2016 Henry Kitching (Vauxhall Corsa); 2017 Shawn Franklin (Citroën Saxo); 2018 Trevor Moffatt (Vauxhall Corsa); 2019 Trevor Moffatt (Vauxhall Corsa)

PREVIOUS WINNERS - CYMRU BACH

1983 Brian Lee (Hillman Imp); 1984 Dave W Jones (Vauxhall Chevette); 1986 Cliff Aincham (Austin Metro); 1988 Ian M Jones (Ford Escort Mk2); 1989 D John Davies (Lada 1500 Estate); 1990 Edgar Poppleton (Peugeot 205 GRD); 1991 Edgar Poppleton (Peugeot 205 GRD); 1992 Lee Matthews (Hillman Imp); 2002 Rob Booth (Talbot Samba); 2003 Tracy Williams (Vauxhall Nova); 2005 Daniel Nieroda (Peugeot 106 Inca); 2006 Eliot Madeley (Volvo 440 TD); 2007 Eliot Madeley (Vauxhall Corsa); 2009 Eliot Madeley (Vauxhall Corsa); 2010 Eliot Madeley (Renault Clio); 2011 Eliot Madeley (Renault Clio); 2012 Wayne Lander (Nissan Micra); 2013 David Worrall (FIAT Panda); 2014 David Toft (Citroën Saxo); 2015 Paul Cycles (FIAT Punto); 2016 Mark Turner (Ford KA); 2017 Mark Turner (Ford KA); 2018 Kevin Easterbrook (MG Midget); 2019 Stephen McEnhill (Citroën AX)

* COVID APPENDIX – If restrictions are still in place these supersede the regulations above.

[5] All drivers must submit, by e-mail (anwcc@talktalk.net) or What's App (07788 995345) a photo of their Motorsport UK competition licence, and club membership card. Championship registration cards are not required as we will check those against championship lists. Passengers must also submit photo of their competition licence and club membership card.

[7] Scrutineering will be by self-declaration that the vehicle complies. Signing-on will be by online completion by all occupants of the vehicle.

Links to online forms will be on www.anwcc.co.uk/cymru.htm, and must be returned, fully completed by Tuesday 3rd August. Random scrutineering, including tyre pressure checks, in compliance with Covid regulations, may be carried out during the event.

[11] Awards will be sent to winners after results become final. Named awards will not be sent, but will be engraved with the winning name.

[15] Competitors will be required to print their own score cards, template will be sent with Final Instructions, and to complete their own scores, the marshal will tell you the score to enter. At the end of each round add the scores to find the total, proceed to the results official and call out the scores and total – do NOT hand in the card. Marshals will also complete a checksheet. The full scoresheet will be drawn up after the event, with the marshals' checksheet taking priority. Provisional results sheet will be e-mailed to all competitors, and 7-day protest period start for any (hopefully none) queries to be acted upon.

[18] Covid regulation - Competitors will be required to print their own numbers and score cards, a template will be supplied with the entry list by e-mail with final instructions. Numbers fixed to centre top of windscreen.

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. Double-entries or passengers will be allowed – however, unless both occupants are part of the same household bubble masks must be worn. Double-entered vehicles must be appropriately sanitized between runs. (See also ASR 5)

T4.1 – Passengers are not mandatory, but the number of crew members must not be varied during the event. (See also ASR 5 and D17.1 above)

[18] Competitors' score cards and numbers to be supplied by the competitors – See ASR 15 and 24.

[21] Vehicles will be scrutineered at random and in compliance with Covid regulations - any vehicle not complying with the Motorsport UK specifications for Car Trials (GRs T9 & T11) will not be permitted to start, may be reclassified, or disqualified.

[24] Final instructions, entry list, number template, score card template, signing-on sheet will be e-mailed to all competitors on Sunday 1st August.

[25] Signing-on declarations MUST be returned to the secretary by Tuesday 3rd August 2021.

[26] Although there will be a limited supply of PPE on site, competitors are advised bring their own masks and sanitizer.