



# GERRY P EVANS MEMORIAL CYMRU TRIAL

SATURDAY 6<sup>th</sup> August 2022

**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**

Welcome to the 59<sup>th</sup> 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!

We are back on the Welsh hillside with its spectacular views of the Snowdonia range with a variety of sections to test you all.

Covid restrictions have now been lifted but we ask all to be careful, 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 6<sup>th</sup> August 2022 at Hendrellwyn-y-Maen, near Llanfair Talhaiarn, map ref 116/895678, post code LL22 8TE. Co-ordinates 53.195N, -3.655W. What3words – 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 127139

[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,

(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] Signing-on will be conducted electronically - 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 T3.1.5).

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 (2022/CT/0600),

BTRDA® Car Trials Championship,

BTRDA® Allrounders Championship (42/2022),

ANWCC Trials Championship (25/2022),

ANWCC Allrounders Championship (26/2022),

WAMC Trials Championship (84/2022),

Glynne Edwards Memorial Championship (27/2021).

[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 2022 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 2022 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 (T11.1) – 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 (T11.2) – 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(a) (T11.3) – RWD Production Cars and Production Kit Cars\* - Rear-wheel-drive production cars not eligible for Class 1. These cars must have an overall first gear ratio which is numerically less than 17:1 and conform to Car Trials regulation for tyres T11.12.6.
- 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.
- Class 3(b) (T11.4) - 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 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. Modified Production Cars (not eligible for Classes 1 or 2) complying with 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). Minimum tyre pressures on driven wheels: FWD cars 16 psi; FE RWD cars 22 psi; FE Kit cars 24 psi; RE cars 26 psi.
- 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). 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 3a and 3b will be amalgamated for the purpose of results and awards.
- Classification of any vehicle in the event will be at the discretion of the organisers, All vehicles must comply with Motorsport UK Technical Regulations. Vehicles in Class 8 will not be eligible for overall placings.
- [10] Tyres ... as stated in Motorsport UK GR T11.12.6 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] Awards will be presented as follows:

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> Overall Clubman (on index of performance) the Cymru Bach Trophy (to be held for 11 months or until return is requested) plus an award;

1<sup>st</sup> in each class, an award;

1<sup>st</sup> 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 Glynn 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 Tuesday 2<sup>nd</sup> August 2022. 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 – which will be on the website [www.anwcc.co.uk/cymru.htm](http://www.anwcc.co.uk/cymru.htm) and also linked from the club website [www.northwalescarclub.co.uk](http://www.northwalescarclub.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, Entry List and 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](http://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-Course David Mitchell (07850 513130)  
Secretary Dave V Thomas (07788 995345)  
Results Claire Farrant (07887 886782)  
Chief Marshal Gary Farrant (07557 387848)

Scrutineer Rob Jones (North Wales CC)  
Event Steward Emyr Hall (Bala & DMC / WAMC)  
Please address all enquiries to 11 Maes Canol, Llandudno Junction, LL31 9UX – tel 07788 995345 or e-mail [motorsportdvt@gmail.com](mailto:motorsportdvt@gmail.com)

[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 H34.1.8). 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 Wednesday 3<sup>rd</sup> August 2022 by first class post.

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

Most wins:

Drivers: Mike Hinde (8); Mike Stephens (6); Bill Moffatt (5); Steve Courts (4); Barrie Parker, Simon Harris & Duncan Stephens (3)

Cars: Imp (8); Beetle (6); Nova (5); Corsa (4); Clan, Škoda & Golf (3)

PREVIOUS WINNERS		CYMRU TRIAL
1959	Tony Gorst	Dellow
1960	A W Cliftt	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 Crusader
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 Combi
1984	Bill Moffatt	Hillman Imp
1986	Barrie Parker	Peugeot 104 SR
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 Swing
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 ZR
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 Roadster
2012	Duncan Stephens	Vauxhall Nova SR
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
2021	Rupert North	Suzuki Alto GL

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
2021	John Ludford	Marlin Roadster



**Jeff Buchanan (1944-2022)**

