



# GERRY P EVANS MEMORIAL CYMRU TRIAL

Incorporating the CYMRU BACH CLUBMANS TRIAL  
SATURDAY 22<sup>nd</sup> JULY 2017

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

Welcome to the 55<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 the use of his land.

We are again running as the first part of a Welsh Weekend, along with Clwyd Vale MC, for championship contenders and club competitors, and this year we are also proud to be the MSA Inter-Association Trial Challenge event (see separate details) so we look forward to some Inter-Association rivalry as well as the usual battles!

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 22<sup>nd</sup> July 2017 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 the Motor Sports Association Ltd. (MSA) (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] MSA Permit Number 98535.

[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); (e) all registered entrants in the Championships listed in ASR 6 below, and also (f) all members of Inter-Association teams.

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

[6] The event is a qualifying round of the following Championships – Link-Up MSA British PCT Championship (2017/CT/0600), BTRDA PCT Championship, BTRDA NuCasa Allrounders Championship (28/2017), ANWCC Trials Championship (42/2017), ANWCC Allrounders Championship (35/2017), WAMC Trials Championship (89/2017) and the Glynne Edwards Memorial Championship (33/2017).

[7] The programme for the meeting will be: Scrutineering starts at 0900 hours. Any competitor not signed on by 1030 hours will be deemed a non-starter. Drivers briefing at 1045 hours, first car starts immediately afterwards. Start time 1100 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. (MSA GR T6.1) The entry may be split into groups starting at different hills. (MSA GR T5.2). The event may include sections which have split routes, different starts and/or timed or restart sections.

[9] The 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 a sump guard weighing no more than 10kg (including fittings); (b) the replacement of wheels in accordance with MSA GR T11.12; (c) the replacement of tyres in accordance with MSA 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 (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 3a (will be combined with Class 3b) – 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 20 psi; RE cars over 1300cc 26psi.

Class 3b (will be combined with Class 3a) – Modified Production Cars (not eligible for Classes 1 or 2) complying with MSA 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 MSA specification. Front-engined Kit Cars modified beyond Regulation T11) and modified up to the limits specified in MSA GR T10 Class 7(c) and complying with MSA 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. Minimum tyre pressures on driven wheels (see Note 1 below) – FWD cars 16psi; FE RWD Cars 22psi; FE Kit Cars 26psi; RE cars 26psi.

Class 8 – Non-Production Cars. 2-wheel-drive cars modified beyond MSA GR T11, modified no further than the limits specified in MSA GR T10 Class 8 and complying with MSA GR T10 (except for T10.1 – MoT not required off-road). Cars in this class will not be eligible for overall placings in the index of performance or championship points (except Glynne Edwards Memorial Championship where class index will be used to determine overall placing). Minimum tyre pressure on driven wheels – FWD cars – 22psi, FE RWD cars to ACTC specification – 22psi, FE & RE Kit Cars 26psi.

Classes will not be amalgamated under any circumstances. All vehicles must comply with the MSA Technical Regulations, including T11.12.6 (but note regulation [9A] below).

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.

Note 2: Cars with an overall length of 166 inches and over in Classes 1 and 2 may reduce tyre pressures by not more than 4psi subject to an absolute minimum pressure of 12psi.

[9A] Tyres – in addition to MSR GR L11.12.6 the following tyres are prohibited - (a) those having any of the following patterns, inscriptions of manufacturers designations – ‘All Seasons’, ‘Grip’, ‘Snow’, ‘Special Use’ ‘Town & Country’, ‘Mud & Snow’, ‘M+S’, ‘M.S’, ‘M&S’ or the Three Peaks Mountain Snowflake symbols; (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 MSA 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 18<sup>th</sup> July 2017. The entry fee is £25. 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.org](http://www.anwcc.org)

[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. (MSA GR H35.1.8). Results will also be published on our website.

[16] Any protest must be lodged in accordance with MSA 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 MSA GR T7.5. Timed sections (if used) will have a bogey time set, penalty 1 mark per second taken over bogey, up to maximum 12.

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 MSA 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 MSA specifications for Car Trials (GRs T9 & T11) will not be permitted to start, or may be reclassified.

[22] Limited toilet facilities will be available at the venue.

[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 19<sup>th</sup> July 2017 by first class post.

[25] Acknowledgements:

Mr R Crossley, Mrs Mary Evans, MSA, 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 Arõnde          |
| 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 |

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); =12<sup>th</sup> Tony Gorst, A W Clift, Alan Eadon, Malcolm Brown, George Harrison, Dave Smith, John Ludford, Les Andrew, Roger Holder & Rupert North (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 (3); =7<sup>th</sup> HRG, Austin 1300, Ford Escort Mexico, Peugeot 104, Leyland/Rover Mini & Vauxhall Corsa (2); =12<sup>th</sup> Dellow, Hillman Minx, Triumph Herald, DAF 55, MG TF, SIMCA Arõnde, Austin-Healey Sprite, MG Midget, Marlin, FIAT Panda, Volkswagen Scirocco, Toyota MR2 & Toyota Starlet (1)

