



GERRY P EVANS MEMORIAL CYMRU TRIAL

Sponsored by Gott & Wynne Insurance Brokers

SATURDAY 1st August 2026

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

Welcome to the 63rd Cymru Trial, 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 Clwyd Vale 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.

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 organise and promote a Clubman permit Car Trial on Saturday 1st August 2026 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 National Competition Regulations (NCRs) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these SRs and any written instructions that the organising Club may issue for the event. All competitors and/or members of a crew are expected to comply with their Motorsport UK "Race with Respect" initiative.

[3] Motorsport UK Permit Number TBA.

[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 3 other clubs on application for invitation.

[5] Signing-on will be conducted at the venue – all drivers in the event must produce a valid Competition Licence (minimum RS Clubman), Club Membership Card and (where appropriate) Championship Registration Card.

For drivers under 17 years of age, or over 17 years but does not hold a RTA licence, the front seat passenger must hold a RTA licence and a valid Club membership Card of an eligible club and experience in car trials is compulsory. (NCR 17.2.11)

All passengers, if carried (Motorsport UK NCR 17.2.1.5), must also be in possession of a valid Competition Licence (minimum RS Clubman), Club Membership Card (Motorsport UK 17.2.1.5). A passenger is not compulsory but if you start an event without a passenger then you must complete the event without. If a passenger is carried, that person must be carried for the whole event.

No front-seat passenger may be under the age of 12 and the passenger(s) comprising the crew at the start must not be altered during the event. (NCR 17.2.11)

Note that RS Clubman Licences are FREE and must be obtained before the day, by completion of the online application form. The licence is free of charge and can be obtained by visiting <https://www.motorsportuk.org/competitors/rs-clubman-licence/>

For passengers under 18 years of age a parental consent form must also be completed in respect of such participants.

A maximum of two drivers per car will be accepted, each being treated as a separate entry. A driver may only compete in one care. In such cases the responsibility of entry shall be shared by the two entrants. (NCR 2.5.14 & 15)

[6] The event is a qualifying round of the following Championships:

Motorsport UK British Trials Championship	(CH2026/T002)
BTRDA® Car Trials Championship	
BTRDA® Allrounders Championship	(CH2026/RALLY023)
ANWCC Trials Championship	(CH2026/T006)
ANWCC Allrounders Championship	(CH2026/RALLY039)
WAMC Trials Championship	(CH2026/T005)

[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. 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.

The entry may be split into groups starting at different hills.

(Motorsport UK NCR 17.2.16). The event may include sections which have split routes, different starts or restart points. There will not be any timed sections.

8 Class Definitions

- (i) Car definitions to be in accordance with the current Motorsport UK NCR's 1.1
- (ii) Except as varied in these Rules, all cars must comply with NCR 17.4 and cars in Classes S, A, B & C must comply with NCR 17.4.2
- (iii) All cars to be 2-wheel-drive.
- (iv) Cars may be front-wheel-drive or rear-wheel-drive unless otherwise stated in the Class definition.
- (v) Series Production Cars includes Sports Cars with a minimum production run of 100 identical examples in any 12 consecutive month period.
- (vi) All cars to have an internal combustion engine as its sole means of propulsion whilst competing.
- (vii) There is no requirement for cars in any Class to be driven to the event; cars in Classes A, B, C & D do not need to be taxed or have a current MOT certificate.
- (viii) Cars in Classes S, A, B & C must only use gear and axle ratios as stated in the official manufacturer's handbook for the model and year of manufacture. Cars in Class D must have an overall first gear ratio which is numerically less than 20:1.
- (ix) Cars in Classes S, A, B & C must have rear seats fitted in the same way as originally supplied.

- (x) Cars in any Class may have a steering wheel knob fitted.
- (xi) Minimum tyre pressures on the driven wheels are noted in each Class section below. Front-wheel-drive cars in Classes S, A & B with an overall length of 166 inches (4216mm) and over may reduce tyre pressures below the stated Class pressures by not more than 4 psi, subject to an absolute minimum pressure of 12 psi.
- (xii) 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 4 psi above the specified Class pressure. Any car fitted with an unmodified original equipment electronic traction control system will be allowed without the 4 psi tyre pressure penalty.

Classes

CLASS S - 2009 onwards standard Series Production Cars, unmodified and carrying no ballast

Standard road-going front or rear wheel drive cars first registered on or after 1 January 2009, taxed for road use, carrying no ballast and having no modifications except as follows:

- (a) the fitting of under-body protection weighing no more than 10kg (including fittings);
- (b) the replacement of wheels and/or tyres in accordance with NCR 17.4.8.2 & 17.4.8.3

Minimum tyre pressures – on driven wheels for Class S cars as are follows:

FWD: Up to 1200cc: 12 psi, 1201-1400cc: 14 psi, 1401-1600cc: 16 psi, 1601-1800cc: 18 psi, over 1800cc: 20 psi

RWD all engine sizes: ... Front-engined = 14 psi ... Mid/Rear-engined = 20 psi

Class S cars must be taxed, proof may be requested.

CLASS A - Unmodified FWD Series Production Cars carrying no ballast

Front wheel drive cars of any age, carrying no ballast and having no modifications except as follows:

- (a) the fitting of under-body protection weighing no more than 10kg (including fittings);
- (b) the replacement of wheels and/or tyres in accordance with NCR 17.4.8.2 & 17.4.8.3

Minimum tyre pressures – on driven wheels for Class A cars as are follows:

Up to 1200cc: 12 psi, 1201-1400cc: 14 psi, 1401-1600cc: 16 psi, 1601-1800cc: 18 psi, over 1800cc: 20 psi

CLASS B – Modified FWD Series Production Cars

Permitted modifications in accordance with NCR 17.4.2.1 to 17.4.10.5

Minimum tyre pressures – on driven wheels for Class B cars as are follows:

Up to 1200cc: 12 psi, 1201-1400cc: 14 psi, 1401-1600cc: 16 psi, 1601-1800cc: 18 psi, over 1800cc: 20 psi

CLASS C - 1990 onwards RWD Series Production Cars & Sports Cars

Rear wheel drive Series Production Cars & Sports Cars first registered on or after 1 January 1990.

Permitted modifications in accordance with 17.4.2.1 to 17.4.10.5

Minimum tyre pressures – on driven wheels for Class C cars as are follows:

Front-engined = 14 psi Mid/Rear-engined = 20 psi

CLASS D - Series Production Cars not eligible for any other Class and Kit Cars:

a. RWD SERIES PRODUCTION CARS

Permitted modifications in accordance with NCR 17.4.3 to 17.4.10.5

Minimum tyre pressures – on driven wheels for Class D(a) cars as are follows:

FE Sports Cars up to 1800cc = 16 psi FE Sports Cars over 1800cc = 22 psi

FE Saloon Cars up to 1800cc = 14 psi FE Saloon Cars over 1800cc = 20 psi
RE Cars up to 1000cc = 22 psi RE Cars over 1000cc = 26 psi

b. MODIFIED SERIES PRODUCTION CARS and APPROVED KIT CARS*

Cars (not eligible for Classes S, A, B, C or D(a)) complying with NCR 17.3 except as varied in these rules. Eligible classes are 1-6 and 7(b) as defined in NCR 17.3.1, and front-engined Kit Cars modified beyond Car Trials Formula regulations and up to the limits specified in NCR 17.3.1.1 Class 7(c) with the ACTC or BTRDA* approved specification readily available for inspection. NCR 17.3.2 does not apply as an MOT is not required when off road. The Car Trials Wheels and Tyres regulations NCR 17.4.8.3 & NCR 17.4.8.4 must be complied with. * Compliance will not extend to NCR 17.3.7.3 or 17.4.8.2, i.e. only wheels of the sizes detailed in the ACTC or BTRDA* specification may be used. In all other areas of rule compliance Classic Reliability Trial Vehicles regulations will prevail.

- Refer to BTRDA Car Spec Sheet at <https://btrda.com/about-car-trials/>

Minimum tyre pressures on driven wheels for Class D(b) are as follows:

FWD Cars = 20 psi, FE RWD Cars = 22 psi, FE Kit Cars = 24 psi, RE Cars = 26 psi

Classification of any vehicle in the event will be at the discretion of the organisers.

All vehicles must comply with Motorsport UK Technical Regulations.

[10] Tyres ... as stated in Motorsport UK NCR 17.4.8 the following tyres are prohibited –

- (a) those having any of the following patterns, inscriptions or manufacturers' designations – 'Emergency Use', 'Temporary Use', '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. Tyres must comply with NCR 17.4.8.5/6/7.

[11] Awards will be presented as follows:

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 Club Competitor (on index of performance) the Cymru Bach Trophy (to be held for 11 months or until return is requested) plus an award. A Club Competitor is defined as a competitor who is NOT registered for the Motorsport UK or BTRDA championship.

1st in each class, an award, subject to 3 class entries.

1st Junior (under 25 years of age at the date of the event), an award.

Other awards dependent on number of entries.

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 28th July 2026. The entry fee is £35 – **the first 50% of paid entries received will be refunded £10 at signing-on.** 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 and also linked from the club website www.northwalescarclub.co.uk

Acknowledgement of online entries will be automatic after pressing the submit button. Email will be used for all correspondence (acknowledgement, Final Instructions. Entry List and Results) except

where no e-mail address is given, in which case they will be forwarded by first class snail mail. 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-Course	David Mitchell	(07850 513130)
Secretary	Dave V Thomas	(07788 995345)
Chief Marshal	Brian Lee	(07836 540048)
Scrutineer	Rob Jones	(North Wales CC)
Results	Claire Farrant	(North Wales CC)
Event Steward	Emyr Hall	(Bala & DMC)
Safeguarding Officer	Dave J Jones	(07765 093289)

Please address all enquiries to 11 Maes Canol, Llandudno Junction, LL31 9UX. E-mail 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 NCR 17.2.13). Results will also be published on the websites in ASR 12 above.

[16] Any protest must be lodged in accordance with Motorsport UK NCR 2.9

[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 numbers supplied by the organisers, to be fixed to centre top of windscreen.

[19] Marking and penalties will be as Motorsport UK NCR 17.2.5

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:

NCR 3.5.7.1 - 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.

Due to the whole of the event taking place on private land cars need not be insured or licenced for road use.

NCR 17.2.11.1 & NCR 17.2.11.5 – Passengers are not mandatory, but the number of crew members must not be varied during the event.

NCR 17.2.5.1 - 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 (NCR 17.4) 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 available at www.anwcc.co.uk/cymru.htm and an e-mail will be sent to those who have supplied e-Mail address, and posted to those who have not indicated this facility on Wednesday 31st July 2025 by first class post. All documents will be available at www.anwcc.co.uk/cymru.htm

[25] Acknowledgements ... Mr R Crossley, Gott & Wynne Insurance Brokers, Motorsport UK, BTRDA®, ANWCC, WAMC, all competitors and marshals.

PREVIOUS WINNERS CYMRU TRIAL

1959	Tony Gorst	Dellow
1960	A W Clift	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
2022	Rupert North	Suzuki Alto GL
2023	Barrie Parker	Liege R Sport
2024	Mark Hoppe	Dutton Melos
2025	Charlie Dovey	Renault Twingo

Most wins - Drivers: Mike Hinde (8); Mike Stephens (6); Bill Moffatt (5); Steve Courts (4); Barrie Parker (4); Simon Harris (3); Duncan Stephens (3); Rupert North (3); R G Williams (2); Gerry Evans (2); Neil Mackay (2); Jeff Buchanan (2); Dave Oliver (2); Henry Kitching (2); Trevor Moffatt (2)

Most wins - Cars: Hillman Imp (8); Volkswagen Beetle (6); Vauxhall Nova (5); Vauxhall Corsa (4); Clan Crusader (3); Škoda Octavia (3); Volkswagen Golf (3); HRG (2); Austin 1300 (2); Ford Escort Mexico (2); Škoda Octavia (2); Peugeot 104 (2); Suzuki Alto (2)

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
2022	Stephen Waddington	FIAT Panda
2023	Jake Turner	Ford Fiesta
2024	Jon Turner	Citroën Saxo
2025	Colin Park	Ariel Nomad



motorsport UK



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Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- RESPECT
- INTEGRITY
- FAIR PLAY
- SELF-CONTROL
- GOOD MANNERS

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CHANGES FROM 2025

Some tidying up and bringing into line with other regs.

Dropped the Club Class E that we introduced last year.

Changed the Cymru Bach to be for non MSUK and BTRDA championship contenders.

Entry fee set at £35 (last year was £30) but with a £10 refund for the first 50% of paid entries received – this equates to the same income but should encourage earlier entry.

Safeguarding Officer added to officials