



The 40th
KYRLE TRIAL
Sunday 29th October 2017
National & Clubman's Dual
Permit Trial

2017 ACTC Championship Round

*A reis motorsport insurance 2017 ASWMC Classic
Trials Championship Round*

Ross & District Motor Sports Ltd.

**Acknowledges with sincere thanks all help
received from:-**

**Forest Enterprise in the Forest of Dean
Mr. David Walker, for Goldsmiths Woods.
Mr. Rafe Griffin, for Newton Court Woods.
And from all the many volunteer marshals
without whom the event could not run.**

The Kyrle Trial – Sunday 29th October 2017

Ross & District Motor Sports Club have pleasure in welcoming you to the 40th running of The Kyrle Trial. Yes, 40 years ago the first Kyrle Trial was organised in April 1977. A single venue event by Richard Andrews up on May Hill and it was won by Eric Wall in his Canhi. I am pleased to say that some of those original organisers are still involved today.

Major new change for this year is that we are running a Clubman's trial alongside the main trial. You do not require a Competition Licence for the Clubman's trial.

We also include mandatory Road Traffic Act insurance in the entry fee.

We are staying with our autumn date to avoid the Goshawks. We will be starting early to make the most of the daylight. Don't forget, the clocks change the night before the trial.

The Clerk of the Course team is the same as last year, Nigel Green and Paul Bartleman. They have been out and about during the summer taking a look at old and new sections and have found some new ones and some that have not been used for many years.

Weather wise prepare for anything, hill wise, real hills and certainly lots of mud. We will use some old favourite sections together with the new or resurrected hills.

The start will be at our usual spacious and well-equipped Whitchurch venue with fuel (cheapest in the Ross area), a good café and ample parking. The finish of the trial remains at our Club House in Ross-on-Wye where tea, coffee and soft drinks will be available and the bar will be open to help quench honest thirst!

Please note the date, **Sunday 29th October** and come along to marshal if you cannot enter. Tom Baker will be pleased to hear from you at any time on 07795 278899.

We look forward to seeing you for another good day's trialing with around 12 competitive hills and two observed tests. Remember, our hills are not rough, but they are tough and steep.

Nigel Green, Paul Bartleman, Stuart Harrold, John Tatlow, Neil Forrest, Glenn Morgan, Tom Baker and the Organising Team.

1. EVENT ORGANISATION and AUTHORITY

Ross & District Motor Sports Limited (R & D M S Ltd) will organise the **KYRLE** Dual Permit National B/Clubman's Classic Reliability Trial on **Sunday 29th October 2017**.

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), by these Supplementary Regulations and by any other written instructions that the organiser may issue for the event.

Motor Sports Association Permit Numbers Nat B: 100343 Clubman's: 103423
Dept. of Environment Route Authorisation ref. 27848OC29

2. ELIGIBILITY & LICENCE REQUIREMENTS

The National B event is open to all elected and fully paid members of:-

1. Ross & District Motor Sports Ltd.
2. Member Clubs of the ASWMC
3. Registered contenders in the, 'reis motorsport insurance 2017 ASWMC Classic Trials Championship' , registration number 34/2017
4. Registered contenders in the Association of Classic Trials Clubs (ACTC) 2017 Championship and members of all Clubs who are members of the ACTC.

All drivers in the **Nat.B event** will be required to produce a valid MSA competition licence of at least Clubman status and a current Membership Card for the club under which they are entering and if required an MOT certificate for their car.

All passengers in the Nat.B event must produce a membership card for one of the invited clubs.

The **Clubman's event** is open to all fully elected members of the organising club and fully elected members of the following invited clubs: MCC, Stroud & Dist. MC, Bristol MC, VSCC,

All entrants in the Clubman's event will be required to produce just a Club Membership card for one of the invited clubs and a MOT certificate if required for their car.

The ACTC clubs are:-

Bridport Motorcycle Club	Midland Automobile Club
Bristol Motor Club	Minehead MC
Camel Vale MC	Morgan Sports Car Club
Crash Box & Classic Car Club	North Devon MC
Exmoor Motor Club	Ross & District Motor Sports Ltd.
Falcon MC	EASTWOOD & DIST. MC
Fell Side Auto Club	Stroud & District MC
Holsworthy MC	Torbay MC
Airedale & Pennine MCC	Middle England Classic Club
Launceston & N.Cornwall MC	VSCC
The MCC	Volkswagen Owners Club (GB)
The MG Car Club	Windwhistle Motor Club
Bristol Pegasus M.C.	Woolbridge MC
The Dellow Register	Ilkley & District Motor Club
750 Motor Club	

3. CLASSES

There will be eight classes for cars as stated in MSA rule T10. Classes are:-

- 1 Front engine, front wheel drive Production cars (except vehicle in Class 6).
- 2 Production cars built prior to 1941 and the following: MG TC, Morgan 4-4 Series 1, HRG 1100 & 1500, Ford models (upright models to 1959) E04A, E494A, E4930A/B, E93A, E493A, and 103E. The ACTC publishes guidelines for Class 2 cars.
- 3 Front engine, rear wheel drive, production saloons (except vehicles in Class 6).
- 4 Rear engine, rear wheel drive production saloons up to and including 1300cc (except vehicles in class 7).
- 5
 - a) Front engine production sports cars (except vehicles in classes 1 and 6)
 - b) Vehicles built from pre 1941 components (except vehicles in Class 2) and satisfying the tyre regulations stated in T10.11 The ACTC publishes guidelines for Class 5(b) cars.
- 6
 - a) Rear engine rear wheel drive production cars (except vehicles in class 4)
 - b) Front engine production cars fitted with torque-biasing differentials as standard equipment.
- 7
 - a) Production cars modified beyond permitted limits.
 - b) Rear engine production cars fitted with torque-biasing differentials as standard equipment.
 - c) Front engine cars manufactured on a limited basis, conforming to an accepted specification. Where modified beyond the accepted specification these cars will be classified in Class 8. These cars comply with either or both of 7 (c) (i) and/or 7 (c) (ii) below:
- 7 (c) (i) Have the rearmost part of the front seat cushion(s) forward of any part of the rear tyres.
- 7 (c) (ii) Have a wheelbase of 90ins. (228.6cm) or greater
- 8
 - a) Non Production cars.
 - b) Rear engine cars (except vehicles in Classes 4, 6 and 7).
 - c) Front engine cars manufactured on a limited basis (except those in Class 7) including those which:
 - c) (i) Have the rearmost part of the front seat cushion(s) rearward of any part of the rear tyres, or
 - c) (ii) Have a wheelbase less than 90ins. (228.6cm).

4. MANDATORY REQUIREMENTS

- 4.1 All cars must comply with MSA technical regulations, including J5.20.7
- 4.2 All vehicles must be taxed and be insured for the event (Item 11). Where legally required, the vehicle must have a valid MOT.
- 4.3 All vehicles must be effectively silenced. A noise check may be made.
- 4.4 All cars must be fitted with the means to secure a tow rope quickly. This

- must be of sufficient strength to withstand the snatch of a tow from a recovery vehicle.
- 4.5 Vehicles must have provision for the fixing of competition numbers in prominent, **VERTICAL positions** at the front and rear of the vehicle.
 - 4.6 All car tyres, including spares, must comply with MSA regulation T10.9.4 and the ACTC approved tyre list.
 - 4.7 Any vehicle failing to comply with roadworthiness requirements will not be allowed to start. Vehicles not complying with class requirements will be moved to another class or excluded from the results
 - 4.8 All competing cars **MUST** carry a **FIRE EXTINGUISHER** that meets MSA regulation K Appendix 1 Table 3, that is, **1.75 litre AFFF** as a minimum, and be 'in date' and all competing cars **MUST** carry a **small SPILL KIT**.
 - 4.9 The ACTC prohibits the use of advertising decals and commercial displays on competing vehicles.
 - 4.10 Please note that under the event MSA insurance there is an excess of £350 for any accidental damage caused on private land used on the event and the organisers reserve the right to recover an amount up to this limit from a competitor. By entering the event, competitors agree to this and all event regulations.

5. START & FINISH

- 5.1 The Start will be at the Symonds Yat Services, A40 Northbound, Whitchurch, Ross-on-Wye, HR9 6DP (Map Ref. 162 / 544 172). Fuel will be available (and at one point on route and a mile beyond the finish) plus hot food and drinks. Scrutineering will commence at 07.00 hours.
- 5.2 Competitors must be scrutinised and sign on at the Start, prior to starting at the official time.
- 5.3 The following documents will be inspected at the start - Competition Licence, Championship Registration Card (driver) Club Membership Cards (driver & passenger), and where applicable, vehicle MOT Certificate.
- 5.4 The Finish will be from 15.00 onwards in the R & D.M.S.C. Clubhouse in Kyrle Street, Ross-on-Wye, HR9 7DB. Hot or soft drinks, and a licensed bar will be available in the Clubhouse.

6. RUNNING TIME & ORDER

- 6.1 The event will run in a Class order to be detailed in the Final Instructions.
- 6.2 The order within each class will be led by previous class winners then in receipt of entry.
- 6.3 The first competitor will leave the **Start at 08.00 hours** and the remainder

at **2 minute** intervals in numerical order.

- 6.4 There is no time schedule for the road route and no penalty for late arrival at a section, except as stated in 6.5.
- 6.5 Any competitor passed by the official back marker will be deemed to have retired
- 6.6 Both the Nat.B and Clubman's trial will follow the same route and attempt the same sections. .

7. CHAMPIONSHIP STATUS

The event is a round of the 2017 ACTC championship and the:-
reis motorsport insurance 2017 ASWMC Classic Reliability Trials Championship.
Permit 34/2017

8. COURSE & SECTIONS

- 8.1 The route will cover approximately 50 miles on public roads and private tracks.
- 8.2 It is anticipated that the trial will consist of at least 12 observed sections and two 'Observed Tests'. But if circumstances occur beyond the control of R&DMSL, this may be reduced to a minimum of 10 observed sections.
- 8.3 Observed Tests will not count as sections but only as tie deciders. There is an **award for the fastest aggregate time** on the Observed Tests.
 - 8.3.1 For Observed Tests, a penalty of 10 seconds will be given for hitting a marker or for failing to stop astride a line, as detailed in the route instructions. For a Wrong Test, a time equal to the slowest time in the class + 30 seconds will be given.
 - 8.3.2 The times of the Observed Tests will be aggregated.
 - 8.3.3 Observed Tests will be timed by hand-held stop-watches to an accuracy of 0.1 seconds.
- 8.4 Route Instructions will be issued at the start and the use of a map is not vital. The official route must be followed throughout the event. The onus for finding the correct route rests with the competitor and any competitor failing to do so will be liable to exclusion. The route is entirely covered by OS Map 162. There will be no route marking other than arrows in wooded areas,
- 8.5 Route checks may operate during the event

- 8.6 Most sections will be sub-divided (12 to 1). Failure on any section which is not subdivided will carry 6 marks. Unless specified in the route instructions, sections may not be inspected (see 9.6). Walking beyond the Section Begins board of any section is prohibited **unless** requested to do so by a marshal to assist with extraction of a vehicle in the section.
- 8.7 Except for Observed Tests and Restart Boards, there is no penalty for striking markers, unless specified elsewhere, but the 4 wheels out rule applies (you must not leave & rejoin the section).
- 8.8 Some sections will include restarts for certain classes; these will be identified at the start or in the route instructions. All restarts will be from astride a line marked by two 'R' boards. On the drop of the flag, restart without rolling back and clearing the line, within 5 seconds.
- 8.9 Minimum tyre pressures may be imposed for some classes at some sections, dependent on weather conditions. These will be advised in writing at the start or displayed on arrival at the Section.

9 IDENTIFICATION, PENALTIES & MARKING

- 9.1 Competition numbers will be supplied by the organisers and must be fixed un-obscured and **VERTICAL** to the front and rear of the vehicle. Sloping numbers are often unreadable.
- 9.2 These numbers must be kept clean and readable throughout the event and removed at the finish or on retirement from the event.
- 9.3 Marking and penalties will be in accordance with MSA regulation T7.5 except (c) and (e), where the penalty will relate to the subsection in which the failure occurred.
- 9.4 In the event of a tie, the lower or lowest aggregate time of the special tests will decide the winner. If a tie still exists, the time on Test 1 will decide, if still tying the vehicle with the smaller engine size will win. If this still does not split the tie, then the tie will remain and any award will be awarded jointly.
- 9.5 A penalty of 6 marks will be applied to any competitor who does not observe the country code. If you meet a horse & rider on any unsurfaced track you must **STOP** and switch off your engine.
- 9.6 A penalty of 6 marks will be applied to any member of a crew walking past the Section Begins board of any section **unless** requested to do so by a marshal to assist with the extraction of a vehicle in the section.

10 ENTRIES

- 10.1 The maximum number of entries will be 80, within which the maximum entry for any class is 20 unless a reduced entry allows extra in a class. If

- there are less than 40 entries, the organiser reserves the right to cancel the event.
- 10.2 Entries will be selected in order of receipt.
- 10.3 The minimum number of entries for each class is 3. If this is not reached the classes will be amalgamated for purposes of awards.
- 10.4 The entry list opens on publication of these regulations and closes at noon on Tuesday 24th October 2017 or before if fully subscribed.
- 10.5.1 The entry fee for both the Nat.B and Clubman's event is £46.50, this includes mandatory road traffic insurance. Cheques should be made payable to "Ross & District Motor Sports Limited". Payment can also be made by BACS transfer to R&DMSL Santander account sort code **09-01-54** a/c **32751084** using reference KTdriver with the surname of the entrant, e.g.KTHARROLD
Please eMail the Entry Sec. to inform him of the date of bank payment.
- 10.6 Entries must be FULLY COMPLETED on the official entry form, or a Photocopy/print, and must be signed and accompanied by the correct fee. Entries to be sent to:
John Tatlow, Old Mill Barn, Rogerstone Grange, St. Arvans, Chepstow, NP16 6EU, Tel: 01291 625971 eMail: john.tatlow@outlook.com
- 10.7 Entry fees will be refunded in full provided that the entry is withdrawn on or before the trial closing date. Thereafter, any refund will be at the discretion of the organising Club.
- 10.8 Entries will only be acknowledged by eMail and by the dispatch of the Final Instructions four days before the event. The seeded entry list will be published on www.rossmotorsports.co.uk

11. INSURANCE

11.1 Insurance for this event is mandatory for all vehicles and is included in the entry fee for all entrants.

Ross & District Motor Sports Ltd. has obtained a blanket Cover Note form Lockton MIS Motorsport and the Road Traffic Act Cover is **included** in the entry fee. This is **compulsory** for all Cars. The cover provided by this scheme is only effective whilst the vehicle is actively competing on the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

Change of vehicle can only be done provided the Secretary of the Meeting has been informed with alternative vehicle make, model, class and **registration number** by mid-day Wednesday 25th October 2017, a rigid deadline agreed with the insurer.

12. OFFICIALS

Stewards: Andrew Brown & Pete Hart
Clerk of Course: Nigel Green (07835 436400) & Paul Bartleman
Trial Secretary & Deputy Clerk of Course: Stuart Harrold,
10 Beechwood, Ross-on-Wye, Herefordshire HR9 7QE Tel. 01989 763403
or 07802 170514 or stuartharrold@btinternet.com

Scrutineers Rodney Green, Chris Barnard & Kevin Hall
Results Team John Tatlow & Julie Westwood
Child Protection Officer Russell Joseph 01981 580598 or 07720 691740

Chief Marshals: Glenn Morgan and Tom Baker Tel. 07795 278899 or eMail hazardoustom@gmail.com who will be pleased to receive all offers of marshalling help. Please contact them direct, and thank you in advance!

13. RESULTS & AWARDS

13.1 Indicative results will be shown at the Finish as soon as possible.
Provisional Results will be posted/eMailed within 7 days, and will also appear on www.rossmotorsports.co.uk

13.2 Protests, which will be unwelcome, must be lodged in accordance with MSA regulations C5.1.2

13.3 Trophies and awards will be presented to:-

First Overall (on lowest score)

The **KYRLE TROPHY** and Major Award

Passenger of the above: -

Award

First Overall (Clubman's)

Major Award

First in each class of 3 or more starters: -

Major Award

Second in each class of 6 or more starters: -

Award

Third in each class of 10 or more starters: -

Award

Best R & D M S C member (on index): -

The **PEPPER POT**

Quickest aggregate time on the Observed Tests: -

The **T. C. LONGFORD TROPHY**

The trophies will be held for 11 months and remain the property of Ross & District Motor Sports Club.

13.4 No competitor may win more than one award other than the

T. C. Longford Trophy, and the Pepper Pot.

13.5 Awards will be sent by post after the trial.

14. PLEASE NOTE

- 14.1 This event is routed along and across forest tracks often used by the public. Competitors must exercise caution and reduce their speed to less than 15 mph when near other path users.
Be especially careful near horses, slow down, stop and switch off your engine.
- 14.2 Competitors are required to follow the 'Country Code'. Failure to observe it may lead to penalties and disciplinary action.
There is **NO SMOKING** allowed on Forest Enterprise land **AT ANY TIME**.
- 14.3 **NOISE. Our contract with the Forestry Commission requires that no car exceeds the MSA noise level of 98 dB(A) .**
If in the opinion of any named Kyrle Trial official, a car sounds too noisy to the ear, **it will not be allowed to start the trial or will be instructed to retire** if a check is made on route. There may be a noise test as per R (4), 98 dB(A) max.
- 14.4 We have enjoyed some very pleasant weather on past Kyrle Trials. If the sun shines and you are in an open car please do not strip off too much clothing. We trim back sections as much as possible but beware of the untrimmed brambles, nettles and such.
- 14.5 Where minimum tyre pressures are imposed they **will** be checked using an official gauge. **Competitors will be required to remove and replace valve caps and take the pressure reading** for the officiating marshal.
- 14.6 Competitors are reminded that all 'signed on' Marshals and named officials are Judges of Fact. Third party video evidence will be ignored.
- 14.7 **IMPORTANT NOTICE. DUE TO THE TREE DISEASE IN SOME FORESTS ALL CARS MUST BE PRESSURE WASHED UNDERNEATH BEFORE ARRIVING AT THE START. THIS WILL BE CHECKED.**