



The BTRDA Grand Final Car Trial

Sunday, 19th October 2025



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Introduction

Ross and District Motor Sports welcomes you to the **BTRDA Grand Final** Car Trial, run this year under the National Competition Rules (version 10, as we publish these event regulations).

Although we will be reverting to most pre-Covid procedures, we need to fully comply with Government and Motorsport UK regulations, and be mindful of those individuals who are still being cautious.

- Enter Electronically On-line. Pay Electronically.
- Show your Competition Licences and Club Cards when you sign-on at the event on paper in the traditional manner.
- Scrutineering at the event in the traditional manner.
- Competitors will keep their scorecards having been directed what to write by the hill marshal, and competitors will dictate their scores to the scorer after each round.

We will be at our peaceful and picturesque Putley site at Hill Farm, which offers a fair variety for the Clerk of the Course to set different challenges on different hills. Full directions and suggested routes to the venue will be included in the Final Instructions.

The event is the BTRDA Grand Final Trial.

Running alongside, but separately, the Autumn Mist Trial is the penultimate round of the Cotswold Motor Sport Group Championship.

You **must** enter electronically by completing the form on-line via the Club's website. You will then need to pay for your entry preferably by BACS transfer or PayPal following the link on the event page on the website. Full details are in ASR 10 of these regulations.

For those of you who may have to travel some distance, there are many establishments in the area that offer lodgings and board at prices to suit most budgets. We look forward to welcoming you to the peaceful county of Herefordshire.

The Organisers

Supplementary Regulations

- 1 Ross and District Motor Sports Limited will organise a Clubman Permit Car Trial on **Sunday 19th October 2025** at Hill Farm, Putley Common, Ledbury, Herefordshire, HR8 2RF. (MR 149/635380).
What3words ///spreading.makes.readings
- 2 The meeting will be held under the National Competition Rules of Motorsport UK (Version 10 at present)(incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations & any written instructions that the organising club may issue for the event.
- 3 Motorsport UK event permit number **204670** has been issued.
- 4 The event is open to all registered contenders in the BTRDA Car Trial Championship 2025 who have qualified for the Grand Final
- 5 If requested, all drivers and passengers (if fitted, and except as in [Chapter 17 App.2 Art.1.5](#) concerning competitors under the age of 17) must produce a valid BTRDA Club Membership Card and a valid 2025 Competition Licence of RS Clubman status or above as detailed in [Chapter 6](#).
Championship Contenders must also produce their Championship Registration Card, where appropriate.
- 6 The event is a round of the following championships.
BTRDA Car Trial Championship (waiver not required)



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- 7 The programme of the meeting will be:
Signing on and **Scrutineering** start at **0815**
Any competitor **not signed on** by **0945** may be excluded.
First car starts at 1000.

8 Class Definitions

- (i) Car definitions to be in accordance with the current Motorsport UK NCR's [Chapter 1, Appendix 1](#).
- (ii) Except as varied in these Rules, all cars must comply with [Chapter 17, App.4](#) and cars in Classes S, A, B & C must comply with [Chapter 17 App.4 Art.2](#).
- (iii) All cars to be 2-wheel-drive.
- (iv) Cars may be fwd or rwd 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.

Fwd cars in Classes S, A & B with an overall length of 166 inches 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.

8 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 [Chapter17 App.4 Art.8.2](#).

Minimum tyre pressures - *see also Class Definitions (xi) & (xii)*:

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

** this year will be static for the championship years 2024, 2025 & 2026 after which it may change.*

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 [Chapter17 App.4 Art.8.2](#).

Minimum tyre pressures - *see also Class Definitions (xi) & (xii)*:

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

CLASS B

FWD Series Production Cars

Permitted modifications in accordance with Ch17, App4, Art3 to 10 .

Minimum tyre pressures - *see also Class Definitions (xi) & (xii)*:

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 [Chapter17 App.4 Art.3 to 10](#).

Minimum tyre pressures - *see also Class Definition (xii)*:

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 [Chapter17 App.4 Art.3 to 10](#).

Minimum tyre pressures on driven wheels - *see also Class Definition (xii)*:

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 [Chapter17 App.3](#) except as varied in these Rules. Eligible Classes are 1-6 and 7(b) as defined in [Chapter17 App.3 Art.1](#). Also eligible are front-engined Kit Cars modified beyond Car Trials Formula regulations and up to the limits specified in [Chapter17 App.3 Art1.1](#) Class 7(c) with the ACTC or BTRDA** approved specification readily available for inspection. [Chapter17 App.3 Art.2](#) does not apply as an MOT is not required when off road. The Car Trials Wheels and Tyres regulations [Chapter17 App.4 Arts.8.3 & 8.4](#) must be complied with. * Compliance shall not extend to [Chapter17 App.3 Art.7.3](#) or [Chapter17 App.4 Art8.2](#) i.e. only wheels of the sizes detailed in their ACTC or BTRDA** specification may be used. In all other cases of rule compliance, Classic Reliability Trial Vehicles regulations will prevail. ** Refer to our Car Spec Sheet at <https://btrda.com/about-car-trials/> Note: the BTRDA need a minimum of 3 weeks notice of an application for car approval prior to any Championship event. The BTRDA reserve the right to withdraw their approval of a car after seeing it compete on a qualifying event. Page 3 of 4

Minimum tyre pressures on driven wheels - see also [Rule 2.12](#):

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.

- 9** Public roads will not be used to link sections. There will be at least twenty three sections on private land. Details of the sections will be issued at signing on. The entry may be split into groups starting at different hills.

- 10** Entries open on the publication of these Regulations, and **close finally** at noon on **Monday 13th October**. All entries must be made on-line through the Club's website entry system on the Wye Valley Car Trial page. The entry fee must then be paid **EITHER** by (our preferred method to avoid transaction fees) BACS to the Club Account; Santander 09-01-29 Ross and District Motor Sports Ltd 34908761. If paying by BACS, please use the reference WYEV_____ where the blanks are the driver's surname. EG "WYEVGREEN".

OR the fee can be sent by PayPal following the link on the Wye Valley Car Trial page, or to ross.motorclub@outlook.com Entries will be automatically acknowledged by e-mail once the form has been completed satisfactorily, and accepted by e-mail only on receipt of the entry form AND payment. The entry fee for the event is **£35, or £25** for drivers under the age of 18.

11 The secretary of the meeting is:

Barry Bridgewater, Wayside Cottage, Hole-in-the-wall, Ross-on-Wye, Herefordshire, HR9 7JN. **Phone 07769 881870.**

barrybridgewater@gmail.com

- 12** Other Officials are:- Stewards: Eddie Clough and Phil Jones
 Clerk of the Course: Nigel Green 07835 436400
 Assistant Clerk: Phil Bridgewater
 Chief Scrutineer: Mike Jode

In line with Motorsport UK recommendations, the Club have appointed a Club Safeguarding Officer. Carol Morgan may be in attendance or can be contacted on 07882 665989. The organising Club's Privacy Notice is on the Club website. All competitors agree that, by submitting an entry, the organising Club may wish to publish their personal data as part of the organisation of the event. This data may include (but is not limited to) name, club affiliation, occupation and age category, entry lists, competition times, results, insurance, licences and safety. We may pass such information to Motorsport UK, national governing body and/or the FIA or any affiliated organisation.

- 13** The maximum entry for the meeting is fifty. The minimum is twenty. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting; all entry fees being refunded in full. There is no minimum class entry, and entries will not be amalgamated except for possible award purposes only. Entries will be selected in order of receipt, the running order being decided by ballot after 1800 Thursday 16th.
- 14** Awards will be presented at the BTRDA Luncheon in February 2026.
- 15** Competitors will be identified by numbers which will be supplied by the organisers. They must be displayed in a prominent forward-facing position.
- 16** Marking and penalties will be as printed in the appropriate section of Motorsport UK NCR's except [Chapter17 App.2 Art.5.4a](#) – time penalty & [Chapter17 App.2 Art.5.4c](#) – restarts.
- 17** For the purposes of [Chapter17 App.2 Art.8.3](#), "The Finish" is when the competing car completes their attempt at their last scheduled hill of the day. Provisional results will be published as soon as possible following the end of the event and declared final as NCR [Chapter3 App.6 Art.1](#) viz after 30 minutes.

- 18 Any protest must be lodged in accordance with NCR [Chapter 2 App.9](#)
- 19 The event may contain some sections with a restart. This will be indicated by a pair of posts with an 'R', on either side of the section. Competitors will be required to stop their car astride this line. Once stopped, with the handbrake applied, the restart marshal will lower their flag and the car will be required to restart. The car should clear the line with its rear wheels within ten seconds of the flag being lowered and continue up the section in the normal way. The penalty for failing to stop astride the restart line, or failing to restart within the time, will be the same as if the car had stopped in that position if there had been no restart present.
- 20 All marshals are deemed to be judges of fact regarding marks lost and any restart penalties on the sections. The marshals' signing on sheet will be displayed at the signing on area before the start of the competition.
- 21 All other National Championship Rules of Motorsport UK apply as written, except that:-
- a) One vehicle may be entered by not more than two drivers. In such case, the responsibility of entry shall be shared by the two entrants.
 - b) No practicing near the hills will be allowed. In addition, the driving of a competing vehicle, other than by a 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 will not be 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.
 - c) [Chapter17 App.2 Art.11.5](#). Passengers need not be carried in cars; but if this option is taken, then no passenger can be carried in that car on any hill.
 - d) **TYRE REGULATIONS:**
Tyre sizes and aspect ratios are free providing they are compatible with Construction and Use Regulations for the vehicle concerned. Spare wheels and tyres must only be carried in the same numbers and mounting position(s) as provided by the manufacturer (be that zero, one or two). Space Saver wheels and tyres are designed for temporary use and therefore, no car may start this event while wearing a Space Saver wheel or tyre.

The following variations to Motorsport UK Regulations apply to all Classes and cars:

[Chapter17 App.4 Art.8](#) Use of the following tyres is prohibited:-

- (1) 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;
- (2) those constructed primarily for off-road use;
- (3) those having additional grooves intentionally cut into the tread pattern (post manufacture);
- (4) Goodyear All Weather Steel Radial, Goodyear Vector, Pirelli P7, Michelin XRN or Uniband Rally Steel.
- (5) Tyres must comply with Regulation [Chapter17 App.4 Art.8.5/6/7](#).

e) [Chapter17 App.4](#). As the event takes place wholly on private land, cars need not be taxed or insured for the public road, except Class S cars.

We hope you enjoy your day's Motor Sport

APPENDIX 1



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 agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.