



The 45th KYRLE CLASSIC TRIAL

SUPPLEMENTARY REGULATIONS - CARS



Sunday 27th September 2026

A Clubman's Classic Trial

*A round of the:
2026 ACTC Championship
2026 ASWMC Classic Reliability Trials Championship*

Ross & District Motor Sports Ltd.

Acknowledges with sincere thanks all help received from:

Mr. Rafe Griffin, for Newton Court Woods

Mr. Nigel Roper, for land at Goodrich

Mr. Phil Roberts, for land at Ganarew

Mr. David Walker, for Goldsmiths

St Wulstan's Farm

All the Officials and Marshals without whom the event could not run.

The Kyrle Classic Trial

Sunday 27th September 2026

Ross and District Motor Sports Club have great pleasure in welcoming you to the 45th running of the 'Kyrle'. The event will also host motorcycles, with separate Supplementary Regulations applying.

We are grateful to our private landowners for allowing our event to use their land.

A great effort has been put in by Club Members and trials enthusiasts to prepare for the event.

We are committed to a September date, in many respects the wildlife dictating this. We are very keen to try and keep the event on the trials calendar. We are grateful for all entries whether novice, expert or young, also those getting on a little!

The starting venue for this year's event will be the River Wye Caravan and Camping Park (HR9 6DA) at Symonds Yat. In a change to previous years will be using some of the green lanes of the Wye Valley, intermixed with the classic venues such as Newton Court Woods and Goldsmiths Wood. The finish will be back at our club house in Ross on Wye for a well-earned drink and catch up on the day's activity!

The event will offer a great variation of observed sections (approx.14) and observed tests (approx. 2), with relatively low road miles.

So come along for a great day's motorsport in the Wye Valley.

IF YOU WISH TO SUPPORT THE EVENT OTHER THAN BY COMPETING, PLEASE COME AND MARSHAL. CONTACT THE CHIEF MARSHAL OWEN JONES ON 07880 730884 OR EMAIL wojones@hotmail.com

Your organising team

Tom Aubrey, Eddie Clough, John & Julie Tatlow & Owen Jones

The Kyrle Classic Trial Supplementary Regulations

1. EVENT ORGANISATION AND AUTHORITY

Ross & District Motor Sports Limited (RDMSC) will promote a Clubman's Permit Classic Trial on **Sunday 27th September 2026**.

The meeting will be governed by edition 4 of the 2026 Motorsport UK National Competition Rules (hereby referred to as NCRs) of Motorsport UK incorporating the provisions of the International Sporting Code of the FIA), by these Supplementary Regulations and by any other written instructions that the organisers may issue for the event.

Motorsport UK Permit Number: 208616
Route Authorisation Number: 29443SE27

2. ELIGIBILITY & LICENCE REQUIREMENTS

The event is open to all elected and fully paid-up members of Ross & District Motor Sports Club, invited clubs and to competitors registered for the ASWMC and ACTC trials championships.

Invited Clubs:

Bristol MC, Camel Vale MC, Falcon MC, Fellside AC, Holsworthy MC, Launceston & North Cornwall MC, The Motor Cycling Club, Minehead MC, North Devon MC, Torbay Motor Club, VSCC, Windwhistle MC, Woolbridge MC, Ilkley & District MC, and Stroud and District MC.

All drivers and passengers must produce a current Club Membership Card and a Motorsport UK RS Clubman's Licence (or higher), the RS Clubman's Licence is available free of charge from Motorsport UK. For passengers under the age of 18 only a letter of parental consent is required.

The Motorsport UK RS Clubman licence is available on line at **www.motorsportuk.org** (a photo will not be needed). This is free but an UPGADED RS Clubman licence which includes enhanced benefits including Personal Accident Insurance when competing at permitted events is available at a cost of £24.99. (a photo will be needed for the Upgraded Licence). Passengers who answer "yes" to either of the two medical questions will be issued with a competition licence endorsed Non-Driver.

3. CLASSES

The car event will have the nine standard car classes as defined in edition 4 of the 2026 NCRs

- 1 Front engine, front wheel drive production cars (including those fitted with Torque Biasing/Limited Slip Differentials).
- 2a Production cars built prior to 1941
- 2b The following: MG TC; Morgan 4-4 Series 1; HRG 1100 and 1500; Dellow Mks 1, 2, 3; Allard (all Sidevalve models); Buckler Mks 5 and 6; and Type 53; Ford models (upright models to 1959) – E04A; E494A, E4930A/B, E93A, E493A and 103E; Pre 1941 Cars holding a current VSCC Buff Form.

- 2c Front engine, rear wheel drive non-production cars built from pre-1941 components and holding an ACTC Certificate of Conformity.
- 3 Front engine, rear wheel drive, production saloon cars (except cars in class 6).
- 4 Rear engine, rear wheel drive production saloon cars, up to and including 1300cc (except vehicles in class 7).
- 5a Front engine production sports cars (except vehicles in classes 1, 6 & 90).
- 5b Vehicles in full HSTA historic class specification with fiddle brakes disabled, plus non-production cars built mainly from pre 1941 components (except vehicles approved for class 2) and holding a certificate of ACTC conformity.
- 5c Non-production cars built mainly from pre-1941 components (except vehicles approved for Class 2) individually approved. Such Vehicles may include some post war components including BMC A-Series engines up to 948cc, Reliant OHV engines, A Series Rear Axles, Ford 105E Series Back Axles, Tubular Frame Chassis. These Vehicles must have at least one operational European carburetor and run on tyres satisfying edition 4 of the 2026 NCRs (crossplies).
- 5d Cars eligible for Class 2 but running on radial tyres.
- 6a Rear engine, rear wheel drive production cars (except vehicles in class 4).
- 6b Front engine production cars fitted with torque-biasing differentials as standard equipment or any other form of traction control as standard equipment, throughout that model range and unavailable without it from stock.
- 7a Production cars modified beyond permitted limits for the above classes.
- 7b Rear engine production cars with torque-biasing differentials as standard or any other form of traction control as standard equipment, throughout that model range and unavailable without it from stock.
- 7c Front engine cars manufactured on a limited basis, conforming to accepted specifications (as defined in ACTC rule A1.2.2.) Where modified beyond the accepted specification these cars will be classified in Class 8.
- 8a Non-production cars.
- 8b Rear engine cars (except vehicles in classes 4, 6, and 7).
- 8c Front engine cars manufactured on a limited basis (except those in class 7).
- 90 Suzuki X-90 Vehicles, running an original engine block.

For the purposes of these regulations the terms front-engined and rear-engined are relative to the position of the driver. All references to classes in Motorsport UK Regulations Chapter 17 will be interpreted as referring to the class structure published in these regulations.

A vehicle class identification disc must be fitted centrally at top of windscreen.

Blue	Classes 1 and 2
White	Classes 3,4,5 and 90
Yellow	Classes 6 and 7
Red	Class 8

4. MANDATORY REQUIREMENTS

- 4.1 All vehicles shall comply with the relevant parts of edition 4 of the 2026 NCRs Chapter 7 and Chapter 17.
- 4.2 All cars are required to carry a Motorsport UK approved fire extinguisher. The minimum quantity being 1.75 litres of AFFF or 2Kg of Dry Powder.
- 4.3 All vehicles must be licensed and insured for the event.
- 4.4 Where legally required, the vehicle must have a valid MoT certificate.

- 4.5 All vehicles must be effectively silenced. A noise check may be made.
- 4.6 All cars must be fitted with the means of having a tow rope secured quickly. This must be strong enough to withstand the snatch of a tow from a recovery vehicle. Cars with just a towing eye must have a tow rope easily accessible in the vehicle.
- 4.7 All vehicles must have provision for the fixing of competition numbers in a prominent, near vertical position at the front and rear of the vehicle. The competition numbers will be supplied by the organisers at documentation.
- 4.8 All tyres, including spares, must comply with the ACTC Tyre List, or have a block gap of less than 8mm. See www.actc.org.uk and refer to edition 4 of the 2026 NCRs, Chapter 17 Appendix 3 Art 7.7.
- 4.9 Any vehicle failing to comply with roadworthiness requirements will not be allowed to start. Vehicles which do not comply with class requirements will be transferred to another class or excluded from the results.
- 4.10 All vehicles must carry a small spill kit, complying with edition 4 of the 2026 NCRs Chapter 7 Appendix 2 Art 22.15.
- 4.11 The ACTC prohibits the use of advertising decals and commercial displays on competing vehicles.

5. START & FINISH

- 5.1 The Start will be at Wye Valley Caravan and Camping site, Symonds Yat West, Whitchurch, Ross-on-Wye, Herefordshire HR9 6DA, Map Ref.162 / 554 173.5, <https://what3words.com/booms.stocky.scored>
Fuel will be available near to the start, with hot food and drinks available at the start. Scrutineering will commence at 07:30.
- 5.2 Competitors must be scrutineered and signed-on before they will be allowed to start.
- 5.3 These documents will be inspected at the start:
 - Motorsport UK Competition Licence.
 - Championship Registration Cards (driver).
 - Club Membership Cards (driver & passenger).
 - Vehicle MOT Certificate, where required.
 - Letter of parental consent (under 18's).
- 5.4 The finish will be approx. 15:30 onwards in the RDMSC Clubhouse in Kyrle Street, Ross-on-Wye, HR9 7DB, Map Ref.162 / 600 243, <https://what3words.com/cutback.assets.limelight>
Hot or soft drinks, and a licensed bar will be available in the Clubhouse.

6. RUNNING TIME & ORDER

- 6.1 The class running order and the running order within each class will be advised in the Final Instructions.
- 6.2 The event running order will be Motorcycles then Sidecars and Three Wheelers followed by Cars.
- 6.3 Motorcycles will leave in pairs at 1-minute intervals starting at 08:30, followed by cars at 1-minute intervals.
- 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 course closer will be deemed to have retired.

7. COURSE & SECTIONS

- 7.1 The route will cover approximately 45 miles on public roads and private tracks. Petrol and toilets will be available after approx. 22 miles.
- 7.2 It is anticipated that the trial will consist of approx. 14 Observed Sections and two Observed Tests. But if circumstances occur beyond the control of RDMSC, this may be reduced to a minimum of 10 Observed Sections.
- 7.3 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.
- 7.4 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 test instructions. For a Wrong Test, a time equal to the slowest time in the class + 30 seconds will be given.
- 7.5 The times of the Observed Tests will be aggregated.
- 7.6 Observed Tests will be timed by hand-held stopwatches to an accuracy of 0.1 seconds.
- 7.7 Route Instructions will be issued at the start as hard copy 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 disqualification. The route is entirely covered by OS Map 162. There will be no route marking other than arrows in woods. Route checks may operate during the event.
- 7.8 ACTC Scoring System will be used. Most sections will be sub-divided 12 to 1. Failure of the section will score the mark immediately in front of the front wheel hub at the point where the vehicle stops. Failure on any section which is not subdivided will carry 6 marks. Unless specified in the route instructions, sections may not be inspected. Walking beyond the Section Begins board of any section is prohibited and will incur a penalty of 6 marks, unless requested to do so by a marshal to assist with extraction of a vehicle in the section.
- 7.9 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).
- 7.10 Some sections will include restarts for certain classes; these will be identified at the start or in the route instructions. Restarts will be a line marked with two 'R' boards (not a box). On the drop of the flag, restart without rolling back and clearing the line, within 5 seconds.
- 7.11 Minimum tyre pressures may be imposed for some classes in some sections, dependent on weather conditions. These will be advised in writing at the start or displayed on arrival at the Section.

8 IDENTIFICATION, PENALTIES & MARKING

- 8.1 Competition numbers will be supplied by the organisers and must be fixed un-obscured and **VERTICAL** to the front and rear of the vehicle and NOT in the windscreen. Sloping numbers are often unreadable.
- 8.2 These numbers must be kept clean and readable throughout the event and removed at the finish or on retirement from the event.
- 8.3 Marking and penalties will be in accordance with edition 4 of the 2026 NCRs Chapter 17 Apps 2 & 5.
- 8.4 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.
- 8.5 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 **ENTRIES**

- 9.1 The maximum number of entries will be 80 made up of a combination of cars and motorcycles. The maximum entry for any class is 20 unless a reduced entry allows extra in a class. If there are less than 40 total entries across cars and motorcycles, the organisers reserve the right to cancel the event.
- 9.2 The minimum number of entries for each class is 3. If this is not reached the classes will be amalgamated for purposes of awards.
- 9.3 The entry list opens on publication of these regulations and closes at noon on Tuesday 22nd September 2026 or before if fully subscribed.
- 9.4 The entry fee for the event is **£55**. Entry fees can be paid by BACS to the Club Account: Santander 09-01-29 Ross and District Motor Sports Ltd 34908761 Please use the reference KT with the surname of the entrant, e.g., KTCLOUGH.
- 9.5 Entries can be made online through the following link:
[The 45th Kyrle Trial - Sunday 27th September 2026 - Car Entry Form](#)
or alternatively on an official entry form, or a photocopy/print, and must be signed. Please contact:
Eddie Clough, 11 Progress Close, Ledbury, Herefordshire, HR8 2QZ
Tel: 07920 161650
Email: eddie_clough@hotmail.co.uk
- 9.6 Entry fees will be refunded in full provided that the entry is withdrawn on or before the 22nd September 2026. Thereafter, any refund will be at the discretion of the organising Club.
- 9.7 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 emailed out with the Finals.

10. **INSURANCE**

- 10.1 Competitors are responsible for ensuring they have appropriate insurance cover in place for their activities whilst travelling to and from the Event, as well as during the Event itself. The Driver must be named on this motor insurance policy for the vehicle being driven on this event. Typically, this RTA Insurance will not cover you on the Highway Sections of Classic Trial Events and so there are two options:
1. Extend own insurance to cover the Highway Sections of Classic Trial Events
 2. Take out the Motorsport UK “top-up” insurance policy as described below:
- 10.2 The Motorsport UK Master Public Liability policy provides third party cover for activities falling under the Event Permit, but this policy specifically excludes any form of Road Traffic Act liability. If you have NOT extended your own insurance an additional third party “top-up” insurance policy, administered by Motorsport UK, is available to add-on for this Event which offers cover for Road Traffic Act liability for any sections of the Permitted Event that take place on the public highway. This policy provides cover to compliment but not replace your own motor insurance.

The acceptance criteria for this scheme are as follows:

- Drivers must be aged 19 years or older
- Drivers must be UK residents for over 1 year, and have held a Full UK Car Licence for at least 6 months
- Drivers must have not been banned from driving in the last 5 years, and no criminal convictions
- Drivers must have no more than 6 penalty points on their licence and/or no more than 1 fault motor claim in the last 3 years in their history
- Drivers must be a named driver on a valid motor insurance policy for the vehicle they are driving

- Drivers must not already have the 3rd Party Extension (top-up) for Road Sections cover already on their existing motor policy
- Vehicles must have a valid MOT and taxed for the road (unless exempt from doing so)
- Vehicles must be road going/road legal and have a UK Registration Plate assigned and attached
- Vehicles must be in the custody or control of the competitor and be participating in a motorsport event permitted by the Policyholder (Motorsport UK Association Ltd)

Competitors who do not comply with any of the above criteria must contact Kingfisher Motorsport at motorsportuk@kingfishermotorsport.com as early as practically possible in advance of the event to discuss their application to confirm whether cover can still be offered and whether there are any additional terms.

Those Competitors who DO require cover under the Motorsport UK top-up policy will be required to pay the organisers an additional fee to cover the Motorsport UK permit surcharge. This fee is £30 for those accepted under the criteria detailed above.

- 10.3 All Competitors will be required to sign a declaration before the Event to confirm that they either have adequate insurance cover for the Event or need cover under the Motorsport UK top-up policy. If they do not meet the minimum eligibility criteria, they must have referred themselves to and been approved by Kingfisher before the start of the Event.
- 10.4 Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.
- 10.5 Damage Declaration - competitors are required to report any traffic accident or violation in writing to the Entries Secretary at the finish (or within 7 days if a non-finisher).

11. OFFICIALS

Event Stewards:	Andrew K Brown, Pete Hart, Simon Woodall
Clerk of Course:	Tom Aubrey
Secretary of the Meeting:	Eddie Clough
Entry Secretary:	Eddie Clough 07920 161650 or eddie_clough@hotmail.co.uk
Scrutineers:	TBA
Results:	John & Julie Tatlow
Club Safeguarding Officer:	Carol Morgan
Chief Marshal:	Owen Jones 07880 730884 or wojones@hotmail.com who will be pleased to receive all offers of marshalling help.

12. **RESULTS & AWARDS**

- 12.1 To be classified as a finisher a competitor being the car and crew entered must have attempted at least 75% of the total number of observed sections and arrive at the finish under its own power within 20 minutes of the time of arrival of the preceding competitor.
- 12.2 Indicative results will be shown as soon as possible at the Finish with Provisional Results emailed within 7 days. Results will be published in accordance with edition 4 of the 2026 NCRs, Chapter 3 Appendix 6.
- 12.3 Any Appeals must be in accordance with edition 4 of the 2026 NCRs, Chapter 2 Appendix 4. Appeals must be received within 14 days of the publication date of the Provisional Results.
- 12.4 Trophies and awards will be presented to: -

First Overall: **The KYRLE TROPHY** and Major Award

First Overall Passenger: Award

Award First in each class of 3 or more starters.

Award Second in each class of 6 or more starters.

Award Third in each class of 10 or more starters.

Award Best RDMS 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 Ltd.

- 12.5 No competitor may win more than one award other than the T. C. Longford Trophy and the Pepper Pot.
- 12.6 Awards will be sent by post (or by hand) after the trial.

13. **PLEASE NOTE**

- 13.1 This event is routed along and across tracks 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.
- 13.2 Competitors are required to follow the 'Country Code'. Failure to observe it may lead to penalties and disciplinary action. There is **NO SMOKING or BBQs AT ANY TIME.**
- 13.3 **NOISE. No car must not exceed the Motorsport UK noise level of 98 dB(A).** If in the opinion of any named Kyrle Trial official, a car sounds noisy, **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 edition 4 of the 2026 NCRs.
- 13.4 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.
- 13.5 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.
- 13.6 Competitors are reminded that third party video evidence will be ignored.



RACE WITH RESPECT

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**

motorsportuk.org/racewithrespect
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