

## Supplementary Regulations

- 1 Ross and District Motor Sports Limited will organise a Clubman Permit Car Trial on **Sunday 18th October 2026** at Hill Farm, Putley Common, Ledbury, Herefordshire, HR8 2RF. (MR 149/635380).  
What3words ///spreading.makes.readings
- 2 The meeting will be held under the 2026 National Competition Rules of Motorsport UK (Version 4 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 **208691** has been issued.
- 4 The BTRDA Grand Final event (letter classes) is open to:  
BTRDA contenders who have qualified for the BTRDA Grand Final.

The Autumn Mist event (number classes) is open to:

- a) All fully elected members of the organising Club.
- b) All fully elected members of the Cotswold MSG Competitors Club.
- e) Registered contenders in the AWMCM Car Trial Championship.
- f) Registered contenders in the <https://auto.helperformance.com/>  
ASWMC supported by HEL performance.com Car Trial Championship.

- 5 If requested, all drivers and passengers must produce a valid Club Membership Card and a valid 2026 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 CT (waiver not required).



Association of South-Western Motor Clubs CT CH2026/T003 (E) and this event is the Final of this championship.

Association of West Midland Motor Clubs CT CH2026/T004 (E).

Mikris Finishers Cotswold Motor Sport Group CT in association with AWMCM (waiver not required)

- 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 7 and 17](#).
- (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. The forced induction multiplier specified in NCR Chapter 17.4.5.2 will not be applied. 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.

## NB CLASSES

There will be a maximum of eleven classes; see below. Competitors may enter up to two classes in which they are eligible. If entering two classes, one must be a letter class and one must be a number class. If entering two classes, their entry fee will be increased by £10 (to cover Motorsport UK permit costs).

### 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](#) and 8.3.

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](#) and 8.3

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, App 4.2..1 – 10.5

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, not eligible for any other Class**

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

Permitted modifications in accordance with [Chapter17 App.4 .2.1 – 10.5](#)

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 Approved Kit Cars:**

### **a. RWD SERIES PRODUCTION CARS**

Permitted modifications in accordance with [Chapter17 App.4 .2.1 – 10.5](#)

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.1.1](#). Also eligible are front-engined Kit Cars modified beyond Car Trials Formula regulations and up to the limits specified in [Chapter17 App.3.1.1](#) Class 7(c) with the ACTC or BTRDA\*\* approved specification readily available for inspection. [Chapter17 App 3.1.2](#). 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 BTRDA 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 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.

Additional note on Turbo engine cars both petrol and diesel - there will be no equivalent engine capacity rule. Turbo engine cars will be classed according to their natural engine capacity as shown in the manufacturer's specification.

## **8 Classes (continued)**

**Class 1.** Front engine, front wheel drive production cars without additional ballast. A sumpguard weighing no more than 10 kg, including fittings, may be fitted.

- 2.** Front engine, front wheel drive production cars with ballast.
- 3** Front engine, rear wheel drive production saloons and production sports cars.
- 4** Rear engine rear wheel drive production cars.
- 5** Kit cars
- 6** Specials (not eligible for overall awards)

Tyre pressures for numbered classes will be as notified by the organisers on the day. Letter class tyre pressures as in these regulations will take precedence.

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 **Wednesday 14th October**. All entries must be made on-line through the Club's website entry system on the Autumn Mist Car Trial page. The entry fee must then be paid **EITHER** by BACS to the Club Account; Santander 09-01-29 Ross and District Motor Sports Ltd 34908761.

If paying by BACS, please use the reference AMIST\_ \_ \_ \_ \_ \_ \_ \_ where the blanks are the driver's surname. EG "AMISTHARRIS".

**OR** the fee can be sent by PayPal following the link on the Wye Valley Car Trial page, or to [ross.motorclub@outlook.com](mailto: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 **£39, or £30** for drivers under the age of 18.

**11** The secretary of the meeting is:

Kelly Thomas, 20 Redmarley Road, Newent, Gloucestershire,  
GL18 1LJ. Phone 07792 747032 E-mail [kelthomas06@hotmail.co.uk](mailto:kelthomas06@hotmail.co.uk)

- 12** Other Officials are:-      Stewards:      Graham Spencer and Greg Thomas  
                                          Clerk of the Course:      Paul Bartleman  
                                          Chief Scrutineer:      Ty Symonds  
                                          Chief Marshal:      Owen Jones [wojones@hotmail.com](mailto:wojones@hotmail.com)  
                                                                               07880 730884

## Results: Julie and John

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 15th October.
- 14** Awards will be presented to those in the numbered classes as follows:-

|                       |                                     |
|-----------------------|-------------------------------------|
| First Overall         | (On Index).                         |
| First in each class.  | (subject to 3 starters).            |
| Second in each class. | (subject to 6 starters).            |
| Third in each class   | (subject to 10 starters).           |
| First Novice          | (On Index) (subject to 3 starters). |
| First Ross            | (On Index) (subject to 3 starters). |

A Novice is defined as a competitor who has not won a class award on a Car Trial in the last 5 years.
- 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. Awards will be presented.

- 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:**  
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](#).

(6) The use of Space Saver tyres and/or temporary use tyres on any wheels is not permitted on Ross and District MSL car trial events.

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](https://motorsportuk.org/racewithrespect)  
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

### The Values

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

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.

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# Previous winners of **The Wye Valley** (Production) Car Trial

|        |                 |                  |                      |            |
|--------|-----------------|------------------|----------------------|------------|
| 1994*  | at Whitchurch   | Colin Reid       | Austin Montego       | Class zero |
| 1995   |                 | Steve Courts     | Hillman Imp          | Class four |
| 1996   |                 | Garry Preston    | Fiat Uno D           | Class zero |
| 1997   |                 | Nick Pollitt     | VW Golf GTi          | Class zero |
| 1998   |                 | Garry Preston    | VW Golf GTi          | Class A    |
| 1998#  |                 | Simon Harris     | VW Golf GTi          | Class A    |
| 1999   |                 | Alastair Moffatt | Hillman Imp          | Class C    |
| 2000   |                 | Bill Moffatt     | Hillman Imp          | Class C    |
| 2001+  | at Longhope     | Garry Preston    | Fiat Panda           | Class A    |
| 2002   | at Coleford     | Garry Preston    | Fiat Panda           | Class A    |
| 2003   | at Longhope     | Garry Preston    | Fiat Panda           | Class A    |
| 2004   |                 | Mike Stephens    | Reliant Scimitar SS1 | Class D    |
| 2005   | at Putley       | Steve Courts     | Hillman Imp          | Class C    |
| 2006   | at Longhope     | Steve Courts     | Hillman Imp          | Class C    |
| 2006#  | at Putley       | Neil Mackay      | Fiat Panda           | Class A    |
| 2007   |                 | Garry Preston    | Fiat 127             | Class A    |
| 2008   |                 | Steve Courts     | Hillman Imp          | Class 3    |
| 2009   |                 | Dave Oliver      | Hillman Imp          | Class 3    |
| 2010   |                 | Duncan Stephens  | Vauxhall Nova        | Class 2    |
| 2010#  |                 | Nick Pollitt     | Citroen Saxo         | Class 1    |
| 2011   |                 | Barrie Parker    | Toyota MR2           | Class 1    |
| 2012~  |                 | Dave Oliver      | Hillman Imp          | Class 3    |
| 2013   | at Pauntley     | Duncan Stephens  | Dutton Melos         | Class 4    |
| 2013 # | at Heightington | Duncan Stephens  | Dutton Melos         | Class 4    |
| 2014   | at Putley       | Steve Courts     | Hillman Imp          | Class 3    |
| 2015   |                 | Brian Roberts    | Dutton Phaeton       | Class 3    |
| 2016~  |                 | Steve Courts     | Hillman Imp          | Class 3    |
| 2017   |                 | Dave Oliver      | Hillman Imp          | Class 3    |
| 2018   |                 | Mark Hoppé       | Dutton Melos         | Class 3    |
| 2019   |                 | Mark Hoppé       | Dutton Melos         | Class 3    |
| 2020#  |                 | Alastair Moffatt | Vauxhall Nova        | Class 2    |
| 2021   |                 | Dave Oliver      | Hillman Imp          | Class 3    |
| 2022   |                 | Mark Hoppé       | Dutton Melos         | Class 3    |
| 2023   |                 | Tim Dovey        | Renault Clio         | Class B    |
| 2024   |                 | Gareth Jones     | Dutton Phetone       | Class D    |
| 2025   |                 | Mark Hoppé       | Dutton Melos         | Class D    |
| 2026   |                 | Kevin Roberts    | Dutton Phetone       | Class D    |

\* October pre-championship observed event.

# October BTRDA Grand Final

+ October FMD postponed event

~ August postponed event