



STROUD & DISTRICT MOTOR CLUB LTD

PRESENTS THE

MECHANICS CLASSIC ROAD TRIAL

Sunday 25th October 2026

SUPPLIMENTARY REGULATIONS



Carl Talbot, Trailmaster, 1st Overall on 10th November 2002

Stroud & District Motor Club welcome you and is delighted to invite you to join us in our 25th Annual Mechanics Classic Road Trial on Sunday **25th October 2026**.

The new team led by Dan Staines and Ben Giles are excited to share with you that we will be following along a very similar route used back on the first road trial in 2002.

The Mechanics Trial will run on a Clubman's Permit.

IF YOU ARE NOT COMPETING IN THE EVENT, PLEASE CONSIDER MARSHALLING - please contact Chris Buckle on 07768 230508 to register your interest.

CONTACTS FOR THE ORGANISING TEAM

DAN STAINES	CLERK OF THE COURSE	07811 594119
BEN GILES	ASSISTANT CLERK OF THE COURSE	07870 533483
CHRIS BUCKLE & PHIL BUCKLE	CHIEF MARSHAL	07768 230508
ELLA TOZER-COX	SECRETARY OF THE MEETING	07749 227024
GILL HAYWARD	SAFEGUARDING OFFICER	07970 105208
PETE HART	CLUB STEWARD	07811241553

SUPPLEMENTARY REGULATIONS

1. Stroud and District Motor Club will hold a Reliability Trial on Sunday 25th October 2026.

The Meeting will be governed by the General Regulations of Motorsports UK, incorporating the provisions of the International Sporting Code of the FISA, these Supplementary Regulations and any written instructions that the organising club may issue for the event.

2. MSA permit – #208894 DOT Ref - 29415OC25

3. The event is open to all fully elected members of the Stroud & District Motor Club Ltd. The event is also open to fully elected members of: - Camel Vale MC, Torbay MC, Falcon MC, Holsworthy MC, Minehead MC, Midlands Automobile Club, Ross & District MC, Woolbridge MC, VSCC, Bristol MC, Fellside Auto Club, Ilkley & District MC, The Motor Cycling Club, Windwhistle MC and the Dellow register, Buckler register and the Pre-War Austin Seven Club and possibly other clubs not listed.

4. All competitors must produce a current MOT certificate where applicable. All car drivers and passengers must hold a valid Club Membership Card and a Motorsport UK RS Clubman's Licence (as a minimum). Passengers under 18 years of age will not be deemed competitors for the purpose of licences and Club membership and will not be required to sign on. **Any competitor or passenger under the age of 18 will be required to produce a letter of consent from a parent or guardian before the event, which will be retained.** Any passengers who occupy the rear seats of saloon cars must be not less than 2 years of age.

Any child under 12 years of age or 135cm in height must be seated using an approved “Child Restraint”. No passengers under the age of 14 shall be carried in an open car. REF-NCR Chapter 17

All entries and declarations will be online and must be submitted before the end of **SUNDAY 18th OCTOBER 2026.**

5. The program of the event will be: -

Start: The start will be from The Fromebridge Mill, Frombridge Lane, Whitminster, Glos. GL2 7PB. **All cars must be scrutineered prior to signing on.** The scrutineer will be looking for the following: -

A VALID MOT (WHERE APPLICABLE).	THROTTLE SPRINGS	SECURE & SAFE BATTERY
TOW ROPE/EYE FRONT & BACK	TYRES ARE PERMITTED & LEGAL TREAD DEPTH	
SPARE WHEEL, JACK & BRACE	LIGHTS	NON-ALTERED BODY SHAPE (INCLUDING BUMPERS)
FIRE EXTINGUISHER 1.75 LTR AFFF OR 2KG POWDER		COLOURED DISK
SPILL KIT		

Competitors and passengers must sign on at the start **at least 30 minutes before** their start time. Your start time will be advised in the final instructions. The first group of competitors will leave at 08:00 hrs. Competitors will leave in groups of 5 to head to the official start at 1st Call Auto Rentals, GL10 2LH. From there, competitors will be released every minute, except when teams/ groups may leave together. No time schedule will operate during the event.

NO pets are permitted in any vehicle.

Finish: The finish will be at Minchinhampton Golf Club. Minchinhampton Old Course, Minchinhampton Common, Stroud, Gloucester, GL6 9AQ, where the competitors will be required to sign off and collect their finisher’s certificates. **Competitors’ numbers must be handed in.**

6. The Trial will cover a course of approximately 100 miles and will include up to 13 observed sections and 2 included Special Tests on public roads and private land. A route card will be issued at the start. Competitors failing to follow the authorised route will be excluded. A route check will be operated during the event.

7. The event will consist of the eight standard classes as stated in the Motorsports UK rule T10 (but modified by the ACTC) as follows: -

This event will have the standard car classes as defined in the 2026 NCR’s.

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 Mk 1, 2, 3; Allard (all Sidevalve models); Buckler Mk 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. 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 carburettor and run on tyres satisfying Art 7.13 (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 specification (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), including those which: i) Have the rearmost part of the front seat cushion(s) rearward of any part of any part of the rear tyres, or ii) Have a wheelbase less than 90in (2.286m).

90 Suzuki X-90 Vehicles, running an original engine block. For the purposes of these regulations, the terms front-engined and rear-engined are considered to be relative to the position of the driver.

All references to classes in the current Motorsport UK National Competition Rules 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 the top of the windscreen

Blue Classes 1 and 2

White Classes 3,4,5 and 90

Yellow Classes 6 and 7

Red Class 8

7.1 All vehicles must comply with all Motorsports UK Technical Regulations for Classic Trials and ACTC Rules and Regulations.

All tyres used must be within the ACTC list.

Fire extinguishers to a level of safety specified in K.3.2 are mandatory and must be fixed within reach of the crew. 1.75ltr AFFF or 2kg powder minimum. Where space is limited, 2 x 1ltr AFFF or 2 x 1kg powder is also permitted. Scrutineering of a vehicle will not imply that this car complies with all Motorsports UK Technical Regulations for Classic Trials and ACTC Rules and Regulations.

7.2 M.C.C. class exemption certificates accepted.

8. Awards will be presented as follows: -

First Overall	Mechanics Trophy and Replica
Best Performance By a S&DMC member	Ken Hobbs Trophy and Replica
First in Class	An award
Second in class	An award (Subject to 6 or more starters)
Third in class	An award (Subject to 10 or more starters)
Team Award	Stroud News and Journal Cup and Replica, (Subject to 3 or more team starters)
Lady's Award	Lansdown Motor Cup & Replica, (Subject to 3 lady competitors)
Best Austin 7	An award (Subject to 3 or more starters)
Best Buckler	An award (Subject to 3 or more starters)
Best Dellow	An award (Subject to 3 or more starters)
Finishers Certificate	To each signed off competitor and passenger(s).

8.1 No competitor may win more than one award, other than the team award.

8.2 All Major trophies will be retained for 10 months (OR LESS IF THEIR RETURN IS REQUESTED BY THE CLUB)

8.3 Awards will be presented at the Annual Dinner Dance and Award Presentation of the Stroud and District Motor Club to be held in November 2026.

9. The entry list opens on publication of these Supplementary Regulations and closes on Sunday 18th October 2026. The entry fee is £48.50 (not including insurance; please see point 18 below). **Entries must be on the official Entry Form online at My Clubhouse and should be accompanied by the appropriate fee in full. (If you struggle to get onto My Clubhouse, then please contact**

Ella Tozer-Cox on 07749 227024

10. The maximum entry for the meeting is 60. The minimum entry is 30. The minimum entry in a class is 3. Should any of the minimum figures not be met, the organisers have the right to either cancel the event or amalgamate the classes as necessary. Entries will be selected on a first-come, first-served basis. You WILL be advised upon receipt of entry if the maximum number of entries has been received and you are a reserve competitor for the event. Entry fees may be refunded up to the closing date.

11. Officials for the event are: -

Clerk of the Course	Dan Staines
Assistant Clerk of the Course	Ben Giles
Scrutineer	Martin Gledstone
Chief Marshal	Chris Buckle & Phil Buckle
Secretary of the Meeting	Ella Tozer-Cox
Club Steward	Pete Hart
Safeguarding Officer	Gill Hayward
Closing Vehicle	Steve Johnson
Last Vehicle	Sam & Andy Keyes

12. Provisional results will be published as soon as possible after the event. Any appeal must be lodged as soon as possible after the event, in accordance with the Motorsport UK NCRS.

13. Starting numbers will be allocated as soon as possible after the close of entries, along with running order with times. Competitors will be identified by a number, which will be provided by the organisers at the start. This is to be affixed in a prominent position to the front and rear of the vehicle. It is the competitor's responsibility to ensure that the numbers

are readable throughout the event. Other means of identification may be supplied at the start and must be fixed to the front of the vehicle in a prominent position.

14. Marking and penalties marks lost system will be applied for overall performance. Failure of a stop and restart will incur penalties appropriate to that part of the section. Special test failures will result in the slowest time + 15 seconds.

In the event of a tie this will be resolved in favour of the competitor making the best time on the special test. If a tie is still unresolved it will be decided in favour of the competitor with the smaller engine. **ONLY RESTART BOARDS COUNT WHEN HIT**

Penalties will be as follows: -

- | | |
|------------------|---|
| A) 3 points | Failing in an observed section that is not subdivided. |
| B) 12 to 1 point | Failing an observed section that is subdivided. |
| C) 12 points | Not attempting or not being ready to attempt an observed section or special test when asked to do so. |
| D) 12 points | Any member of the crew walking past the 12-marker board of any |

15. All vehicles must be capable of having a tow rope quickly and firmly attached front and back; this will be inspected by the scrutineer.

16. All vehicles must have an effective silencer fitted. Any vehicle considered by the scrutineer to be too noisy will NOT be allowed to start. Noise checks will be operated during the event. In addition to the Judges of the Fact or in the opinion of any chief official at an observed section, special test or travelling marshal, a competitor's vehicle is making excessive noise liable to cause disturbance to the general public, that competitor may be requested to take immediate action to prevent continuance of the excessive noise and be penalised in accordance with SR16.

17. Motorsport UK Master Top-Up Insurance Policy

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 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.

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 complement 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 be 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 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.

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.

Those Competitors who do require cover under the Motorsport UK top-up policy will be required to pay the organiser an additional fee to cover the Motorsport UK permit surcharge.

The basic rate for coverage will be £30 before any loadings. Please pay this amount when entering, and then sign the insurance form at the start venue for the event.

18. General

The only pressurised container in the passenger compartment or fitted externally to the car shall be a fire extinguisher, which is compulsory. Properly fitted containers for tyre inflation must only be filled with an inert gas.

No competing vehicle will be allowed to carry advertising material or commercial displays. Any vehicle whose appearance or condition is below a standard appropriate to the event will not be allowed to start.

All tyres, including spares, must comply with the ACTC tyre list and Motorsports UK tyre regulations.

Petrol will be available near the start and halfway through the route. Competitors are requested to avail themselves of this facility. Hot drinks and snacks will be available at the start. A hot meal will be available at the finish.

Any competitor overtaken by the course closing car will be deemed to have retired.

Practising on any section of the published route at any time is forbidden, and any competitor doing so will be EXCLUDED.

Minimum tyre pressures may be imposed on the day depending on weather conditions.

19. Any competitors involved in an accident MUST leave a written report with the Secretary at the finish or send a written report to the Secretary of the Event within 7 days if a non-finisher.

20. There will be one fuel station on the route midway through the day, so please make sure to use this where possible. This is a Shell filling station, offering premium fuel options.