

**LEWIS &
HUNTER**

NORTH WALES CAR CLUB

CAMBRIAN RALLY

24 OCTOBER 2026

CONTRACTING LTD

REGULATIONS



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ORGANISERS WELCOME

Croeso/Welcome to the 2026 and 71st Cambrian Rally organised by the North Wales Car Club and supported once again by our Title Sponsor, Lewis and Hunter Contracting. We are indebted to them for their sponsorship, and we are also grateful to Llandudno Town Council for their ongoing help and cooperation.

The Organisers are delighted to be an invited round of the Motorsport UK British Rally Championship, 2026 Protyre Autocare BTRDA® Rally Championship, Motorsport UK Pirelli Welsh Rally Championship, ANWCC Forest Rally, Ladies and Allrounders Championship, TCS Plant Rally Challenge 2026 in support of Wales Air Ambulance and hosting the Celtic Micra Challenge and the Stellantis Motorsport Rally Cup IRE and UK.

The 2026 Lewis and Hunter Contracting Cambrian Rally will again run as a National and Interclub event offering Competitors a compact route within the counties of Conwy and Denbighshire.

The event will utilise 4 separate stage locations including Brenig and two stages in the Gwydyr Forest Complex which has not hosted rally stages since 2019. In addition, the organisers have engaged with Natural Resources Wales to use parts of Hiraethog to avoid the problematic sections used on the 2025 event.

The event will be based out of Venue Cymru, Llandudno, and the service area will once again be located at Ruthin Livestock Market.



DESPITE THE ORGANISERS TAKING ALL REASONABLE PRECAUTIONS UNAVOIDABLE ACCIDENTS CAN HAPPEN. IN RESPECT OF THIS YOU ARE PRESENT AT YOUR OWN RISK.



Scrutineering and all pre-event activities will be based around our host town of Llandudno, giving crews the opportunity to utilise the huge range of accommodation and dining options the seaside town has to offer.

Secure overnight parking will be available for your competition car in the Victoria Centre Car Park, Llandudno, for a nominal fee of £10.

The event needs a significant number of marshals so please encourage friends, family, fellow club members and enthusiasts to support our rally.

You will find contact details on the event website www.cambrianrally.co.uk or go to www.rallystageteam.co.uk to register.

From all on the organising team, we wish you all a safe and enjoyable weekend's sport and look forward to welcoming you to the 2026 Lewis and Hunter Contracting Cambrian Rally.

The Organisers.



Lôn Parcwr Industrial Estate, Ruthin, Denbighshire LL15 1NA

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SPONSORS WELCOME



Lewis & Hunter Contracting Ltd is proud to once again support the Cambrian Rally as headline sponsor for 2026. As one of the UK's most iconic rally events, the Cambrian continues to bring together competitors, teams and spectators from across the country for a spectacular day of world-class motorsport in the forests and roads of North Wales.

The rally remains hugely important to us personally and professionally, making our continued involvement especially meaningful. Year after year, the Cambrian delivers incredible competition, legendary stages and an atmosphere unlike any other, and 2026 promises to be no different.

We would like to extend our sincere thanks to the organisers, marshals, volunteers and local communities whose hard work and dedication make the event possible. Their passion and commitment are at the heart of what makes the Cambrian Rally such a respected and celebrated event within British motorsport.

We look forward to welcoming everyone back to North Wales for another unforgettable year of high-speed action, great competition and an incredible showcase for rallying.

ACKNOWLEDGEMENTS

THE ORGANISERS ARE INDEBTED TO THE FOLLOWING:

- › All residents en route
- › Association of North Western Car Clubs
- › British Trials and Rally Drivers Association
- › Competitors
- › Conwy County Borough Council
- › Conwy County Community Councils
- › Conwy Major Events Team
- › Conwy Motorsport Engineering
- › Conwy Harbour Master
- › Corvus Security
- › Dŵr Cymru
- › Denbighshire Community Councils
- › Denbighshire County Council
- › Dylan Roberts cyf
- › GEM Communications
- › Gwynedd Forklifts
- › Henllan Bakery
- › Ifor Davies
- › Jones Brothers Limited
- › Lewis and Hunter Contracting Limited
- › Llandudno Hospitality Association
- › Llandudno Town Council
- › Llyn Brenig Visitor Centre
- › Marshals and Officials
- › Medical Personnel
- › Mostyn Estates
- › Motorsport UK
- › Motorsport UK British Rally Championship
- › Natural Resources Wales
- › North Wales Police
- › Onthepacenote
- › Patterson Pacenotes
- › Peter Lucas Tool Hire
- › RAB Rally Timing
- › Radio Operators
- › Rally4Wales
- › Rescue and Recovery Crews near and far!
- › Scrutineers
- › Sional Limited
- › Snowdonia National Park
- › Stewards
- › Sytner Landrover
- › Tynemouth Computer Services
- › Vale of Clwyd Livestock Centre Ruthin
- › Victoria Centre, Llandudno
- › View Creative
- › Welsh Association of Motor Clubs



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ORGANISATIONS



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positive about motorsport

We have a strong commitment to mitigating the environmental impact of our event. In order to assist us, we mitigate the unavoidable emissions from competitor fuel usage on the event, by arranging carbon offsets through Carbon Positive Motorsport, the world's first carbon offsetting provider dedicated to motorsport. The entry fee includes participation in this initiative for the benefit of the environment, the perception of our sport, and the support of our community in enabling the event to run.

We are purchasing a Carbon Positive level of offsetting, which will offset double the estimated carbon footprint for the event, by combining immediate carbon reduction units from verified overseas reforestation projects, with future pending issuance units from UK-based certified projects using the Sequoia Carbon Code. This ensures emissions are offset immediately and also in the future as UK projects mature and become fully verified, doubling the positive impact.

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of CO² emissions to be offset

**we're lowering the cost of taking
meaningful environmental action**



**100% of your emissions are
offset now and 100% more
are offset in the future,
using high quality, verified
carbon offsetting projects**

**together, we can make
motorsport sustainable**

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PREVIOUS WINNERS

1956	J Elwyn Edwards /Trevor Williams Austin-Healey	1974	Ron Beswick /Stuart Preacher Hillman Imp PI	1991	Richie Holfield /Ednyfed Morgan MG Metro 6R4
1957	J Elwyn Edwards /Mike Hinde Austin-Healey	1975	Mike Pattison /David Taylor Ford Escort RS2000	1992	Jon Joannides /Adrian Farrell Ford Sapphire RS Cosworth
1958	Geoff Flint /Geoff Kendall-Jackson Jowett	1976	Mike Pattison /David Taylor Ford Escort RS2000	1993	John Roberts/Mark Lewis Ford Sierra Cosworth
1959	Tony Gorst/Mike Roberts Triumph TR2	1977	Roger Chilman /Philip Griffiths Ford Escort RS2000	1994	John Roberts/Mark Lewis Ford Sierra Cosworth
1960	Geoff Flint /Geoff Kendall-Jackson Volkswagen Beetle	1978	Frank Pierson /Ednyfed Morgan Ford Escort RS1800	1995	John Roberts/Mark Lewis Ford Sierra Cosworth
1961	D R Ledgard/J Williams Ford Anglia	1979	Abandoned on the morning of the event Lots and lots of Snow!	1996	Nigel Worswick /Clive Molyneux Ford Sapphire Cosworth
1962	M Esmor Thomas /Trevor Williams Volkswagen Beetle	1980	David Grainger /Lyn Jenkins Ford Escort RS1800	1997	John Roberts/Mark Lewis Ford Sierra Cosworth
1963	Reg E Galpin /Randal W Morgan Mini Cooper S	1981	Nigel Worswick /Peter Kenyon Ford Escort RS2000	1998	Glyn Jones/Huw Lewis Subaru Impreza
1964	P S Shepherd/Keith Leckie Ford Anglia	1982	Nigel Worswick /Peter Kenyon Ford Escort RS2000	1999	Gary Smith/Phil Clarke Ford Escort Cosworth
1965	Claude Twigdon/L Chilvers Morris Mini Cooper S	1983	Nigel Worswick /Peter Kenyon Ford Escort RS2000	2000	Peter Littler /Andy Marchbank Ford Escort Cosworth
1966	Abandoned days before the event Permit not issued by RAC	1984	Roger Chilman /Bryan Thomas Ford Escort RS1800	2001	Peter Littler /Andy Marchbank Hyundai Accent WRC
1967	Roy Johnson /Barry Hughes Morris Mini Cooper S	1985	John Roberts /Kelvyn Evans Ford Escort RS2000	2002	Mikko Hirvonen /Mikka Attila (SF) Subaru Impreza WRC
1968	Colin Malkin/John Brown Hillman Imp	1986	Steve Bannister /Dave Oldfield Ford Escort RS2000	2003	Paul Bird/Larry Carter Hyundai Accent WRC
1969	Frank Pierson /Colin Francis Ford Lotus-Cortina	1987	Steve Whiteford /Dave Adams MG Metro 6R4	2004	John Perrott/Graham Hopewell Mitsubishi Lancer Evo VI
1970	Roland Young /Dave Cowell Ford Escort TC	1988	Dave Metcalf/Mike Broad Vauxhall Astra GTE	2005	Andy Burton /John H Roberts Peugeot Cosworth
1971	Roland Young /David Taylor Ford Lotus-Cortina	1989	Simon Paton/Judith Flavell Ford Escort BDG	2006	Andreas Mikkelsen /Ola Floene (N) Ford Focus WRC
1972	Peter Hughes /Gareth Thomas Ford Escort Mexico	1990	Stew Robertson /Lawrence Clark MG Metro 6R4	2007	Andy Burton /John H Roberts Peugeot Cosworth
1973	Evan Roberts /Eurwyn Griffiths Ford Escort TC			2008	Hugh Hunter /Andy Marchbank Ford Focus WRC

PREVIOUS WINNERS CONTINUED

2009	Mads Østberg /Jonas Andersson (N) Subaru Impreza WRC	2019	National: Matt Edwards /Patrick Walsh (Ford Fiesta R5) Interclub: Euan Thorburn /Paul Beaton (Ford Focus WRC)	2023	National: Tom Cave /Dale Furniss Volkswagon Polo GTi R5 Interclub: Russ Thompson /Stephen Link Mitsubishi Lancer Evo IX
2010	Steve Perez/Paul Spooner Ford Focus WRC	2020	National: Matt Edwards /Darren Garrod (Ford Fiesta R5) Interclub: Stephen Petch /Michael Wilkinson (Ford Fiesta WRC)	2024	National: Chris Ingram /Alex Kihurani Toyota GR Yaris Rally2 Interclub: Matthew Hirst /Declan Dear Skoda Fabia R5
2011	Shaun Gardener/Ben Innes Mitsubishi Lancer EVO 5.9	2021	National: Osian Pryce /Noel O'Sullivan (Volkswagon Polo GTi R5) Interclub: Callum Black /Jack Morton (Ford Fiesta R5)	2025	National: Max McRae /Cameron Fair Skoda Fabia R5 Rally 2 Interclub: Matthew Hirst /Declan Dear Skoda Fabia R5
2012	Luke Francis /John H Roberts Mitsubishi Lancer Evo IX	2022	National: Oliver Solberg /Craig Drew (Volkswagon Polo GTi R5) Interclub: Matthew Hirst /Declan Dear (Ford Fiesta R5)		
2013	Euan Thorburn/Paul Beaton Ford Focus WRC				
2014	Dave Weston/Kirsty Riddick Subaru Impreza WRC				
2015	David Bogie/Kevin Rae Ford Fiesta R5				
2016	Luke Francis/John H Roberts Mitsubishi Lancer Evo IX				
2017	Event abandoned Too much snow!				
2018	Ollie Mellor/Max Freeman Proton Iriz R5				

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†Example based on 8,000 miles per annum, non-maintained. Subject to status. UK residents 18+. Rental amounts shown are on the specific model stated plus VAT @ 20%. This offer excludes fleet and Members Affinity scheme sales, is only available through participating Isuzu dealers and is not available in conjunction with any other offers or with BASC, NGO or NFU member discounts. This offer is only available through Lex Autolease Ltd trading as Isuzu Contract Hire, Heathside Park, Heathside Park Road, Stockport SK3 0RB. Offers may be varied or withdrawn at any time. Offer ends 30.09.24. Vehicle must be returned in a good condition to avoid further charges. No ownership option. If the vehicle has exceeded the maximum permitted mileage then a charge of 12.2p plus VAT @ 20% per excess mile will apply. The Award-Winning Isuzu D-Max is Smarter Stronger Safer compared to previous model. Terms and conditions apply.

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1. ANNOUNCEMENT

North Wales Car Club Ltd (the Organisers) will organise and promote a multi-permit multi-venue Special Stage Rally on Saturday 24th October 2026, starting and finishing in Llandudno, North Wales. The event will be known as the “Lewis and Hunter Contracting Cambrian Rally 2026” (the Event).

2. JURISDICTION

The Event will be held under the National Competition Rules of Motorsport UK Edition 4 incorporating the provisions of the International Sporting Code of the FIA; the Championship Regulations listed in Article 3; and these Supplementary Regulations (the ‘SRs’) and written instructions. as per Ch.3 App10 Art.1.

3. AUTHORISATION

Permit Number

CAO Authorisation Number	Applied For
Cambrian Rally (National – 30 to 55 miles))	206708
Cambrian Rally (Interclub – 30 to 55 miles)	206710
The event is open to the following Championships:	
Motorsport UK British Rally Championship	CH2026/RALLY001
2026 Protyre Autocare BTRDA® Rally Series	CH2026/RALLY009
Motorsport UK Pirelli Welsh Rally Championship	CH2026/RALLY005
ANWCC Forest Rally Championship	CH2026/RALLY042
ANWCC Ladies Rally Championship	CH2026/RALLY043
ANWCC Allrounders Championship	CH2026/RALLY039
TCS Plant Rally Challenge 2026 in support of Wales	
Air Ambulance and hosting the Celtic Micra Challenge	CH2026/RALLY033
Stellantis Motorsport Rally Cup IRE and UK	

4. ROUTE AND EVENT FORMAT

Competitors will be supplied with **ONE** Road Book either at Recce Signing-On or Event Signing-on (as applicable), giving all details of the Special Stages and the road sections. Timecards will be issued at Event Signing-on, providing the necessary information in accordance with Ch.13 App.12 Art.2.1.

The Lewis and Hunter Contracting Cambrian Rally (National) event will take place over 9 Special Stages, with a total of 48 competitive miles, and is open to historic and modern two-wheel and four-wheel drive cars and is a round of the Motorsport UK British Rally Championship and the Stellantis Motorsport Rally Cup (IRE and UK).

The Lewis and Hunter Contracting Cambrian Rally (Interclub) event will take place over 9 Special Stages, with a total of 48 competitive miles, and is open to historic and modern two-wheel and four-wheel drive cars and is a round of the Protyre BTRDA® Rally Series, Motorsport UK Pirelli Welsh Rally Championship, TCS Plant Rally Challenge and ANWCC Championships.

Please note that recce of the route will only be provided for those entering the National permit event.

	National and Interclub
Number of Legs:	1
Number of Special Stages	9
Overall length of Special Stages	48 miles
Total Liaison distances	131 miles
Total Distance of the itinerary	181 miles

The route will use OS 1:50000 Landranger maps, sheets 115 and 116 latest editions.

Equivalent 1:25000 maps will be allowed – Explorer Outdoor Leisure maps 17 and 18

5. COMPETITOR ELIGIBILITY

The Event is open to fully elected members of the organising club, members of clubs affiliated to the Welsh Association of Motor Clubs, the Association of North-Western Car Clubs, members of BTRDA® and registered contenders of any the championships for which the event qualifies (see Article 3).

Competitors not complying with these requirements are welcome to join North Wales Car Club at a cost of £15 per calendar year.

Competitors entering the Interclub event must hold a valid club membership card (Ch.13 App.9 Art 2.4).

Both Driver and Co-Driver must hold and produce a valid Competition Licence for the Event as specified in the ASN Chart of Minimum Acceptable Licences (Ch.6 Annex A Chart 2).

As part of the entry process, prior to Signing-on for the event, Competitors must provide proof of eligibility as required above.

Please note that competition licences and club membership cards may be inspected at any time during the event.

Competitors are not permitted to score points in the classification of the championships for which the event is a qualifying round, unless they are registered in the appropriate championship.

6. OVERSEAS ENTRIES

The Event has been inscribed on the ASN National Calendar and the holder complies with all the requirements for the Event.

Entries from competitors outside of the UK who wish to take part in the Cambrian Rally are permitted subject to Ch.6 App.3 Art.1.6.

Competitors must comply with other event eligibility requirements and must be a member of a club which is part of an invited Association or Championship.

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7. VEHICLE ELIGIBILITY

All vehicles must comply with current Motorsport UK Safety and Technical regulations and in particular Ch.13 App 16. and where appropriate FIA Technical regulations.

Motorsport UK Competition Vehicle Passport, vehicle registration document and where appropriate, a current MOT Certificate, must be produced at scrutineering. Cars must be taxed and insured for use on the public highway. Cars must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations. (Ch.13 App.16 Art.2).

If applicable, valid FIA Homologation Forms must also be provided and made available at Scrutineering.

Vehicles entering historic classes must comply with Ch.13 App.17 and produce a Historic Rally Vehicle Identity Form (HRVIF) and any other documents relevant to the specific class, for example homologation papers.

Non-UK vehicles must consult the Chief Scrutineer to arrange for a Passport Inspection / approval to be conducted (PRIOR TO THE EVENT).

Sound testing will be carried out in accordance with regulation Ch.13 App.1 Art.7. This test allows for a maximum of 100 dB(A) at 4500 rpm using the 0.5 metre test. (Ch.7 App.13 Chart 1).

8. VEHICLE CLASSES (NATIONAL AND INTERCLUB)

The event will adopt the compulsory 2026 Motorsport UK NCR class structure, as per Ch.13 App.24 Chart 50, but as permitted, will amalgamate classes as shown in the chart below.

The Classes below will apply to both National and Interclub events.

This does not affect championship eligibility as the various championships can classify their finishers into the relevant classes during/post event. **Note - Where reference is made to forced induction, the relevant coefficient is already included. (Ch.13 App.24 Art.1(1.2))**



Cambrian 2026 Event Class	NCR Standard Class	Description
1	1	Homologated (and formerly homologated) FIA Rally 2 and R5 cars and any variants*. FIA S2000 specification cars and any variants.(including all turbo conversions). All World Rally cars (must comply with their homologation)* * Variants of Rally2/R5 specification cars permitted only until 31st December 2025. Rally2/R5 cars whose FIA homologation is expired shall continue to run in this class and be in conformity with their relevant homologation papers (including weight). RHD conversions which retain all other aspects of the homologation (including weight) will remain valid beyond 1st January 2026 * Exceptionally, Motorsport UK may grant a dispensation to use non-homologated parts to replace homologated components which are no longer available. Details on request from Motorsport UK Technical Department
2	2 and 4	All 4-wheel drive cars over 2000cc not eligible for Class 1 & 4*. *Currently homologated, and formerly homologated cars eligible for Class 1 – and any variants or modified versions of these cars – are not permitted to enter Class 2 on any event run under a Motorsport UK permit. Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation
3	3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars
5	5, 6 and 7	<i>Homologated FIA Rally 4 and R2 cars with forced induction that still comply with their homologation</i> <i>Cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc</i> Homologated FIA Rally 5 and Rally 5-Kit cars
8		Cars with normally aspirated engines over 1400cc up to and including 1600cc, including R2, or forced induction engines up to and including 1000cc
9		Cars with normally aspirated engines up to and including 1400cc
10	10,11,12 and 13	Rally Start: Cars over 1600cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per R18 Rally Start: Cars over 1400cc up to and including 1600cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per R18 Rally Start: Cars over 1000cc up to and including 1400cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per R18 Rally Start: Cars up to and including 1000cc that meet the current technical specification of Formula 1000 (as published on Motorsport UK website)

Cambrian 2026 Event Class	NCR Standard Class	Description
H1	H1(a) and H1	Historic Category 1 Rally Cars including Appendix K. Up to 31.12.67. Up to 1600cc not including Twin Cam engine cars This class is to be automatically amalgamated with H1 when less than 5 entries are received.
		Historic Category 1 Rally Cars including Appendix K. Up to 31.12.67. All remaining cars over 1601cc including Twin Cam engine cars
H2	H2, H3 and H4	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. Up to 1600cc
		Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. 1601cc to 2000cc
		Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. Over 2001cc
H5	H5, H6, H7	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. Up to 1600cc
		Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. 1601cc to 2000cc with the exception of those qualifying for Class H8.
		Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. Over 2001cc
H8	H8	Historic Category 3 Rally Cars including Appendix K. All cars having engines with both more than one camshaft and more than two valves per cylinder. All cars with a Rotary Engine
H9	H9, H10, H11 and H12	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. Up to 1300cc
		Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. 1301cc to 1600cc
		Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. 1601cc to 2000cc
		Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. Over 2001cc
H13	H13	Historic Rally Cars complying with FIA Appendix K not able to comply with Motorsport UK Tyre and Wheel Regulations
H14	H14, H15 and H16	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. Up to 1600cc
		Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. 1601cc to 2000cc including 'Formula 2' Kit Cars (including all Evolution and Maxi variants) that still comply with their homologation
		Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. Over 2001cc (All period homologated Group A and Group N 4wd cars, not including formerly homologated World Rally Cars)

Motorsport UK Classes 14,15 and 16 are not invited to the Event.

Additional Provisions – All forced induction engines (except diesel engines) are subject to an additional capacity coefficient of 1.7 to 1 (Ch.7 App.2 Art.8).

Historic Rally Cars that comply with FIA Appendix K regulations may score points in the corresponding category periods and engine size / configurations. These cars must have a valid FIA Historic Technical Passport (FIA HTP).

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9. EVENT TIMETABLE

SCHEDULE BEFORE RALLY WEEK

TUESDAY 1ST SEPTEMBER		
18:00	Supplementary Regulations published	Website and Sportity
SUNDAY 6TH SEPTEMBER		
18:00	Entries Open	Website and rallies.info
SUNDAY 20TH SEPTEMBER		
18:00	Unseeded Entry List Published	Website and rallies.info
SATURDAY 10TH OCTOBER		
18:00	Closure of Entries at Standard Rate (SR 13.2). All entries must be FULLY COMPLETED, PAID IN FULL AND SIGNING-ON DOCUMENTATION UPLOADED to rallies.info.	Website and rallies.info
FRIDAY 16TH OCTOBER		
20:00	Publication of Final Instructions and Seeded Entry List	Website and Sportity
20:00	Publication of Road Book	Sportity
20:00	Deadline for Teams servicing more than one or large vehicles to inform the Service Park Manager	cprallying@aol.com
20:00	Closing date for Media Accreditation	media@cambrianrally.co.uk



*Our Members wish all Competitors every success in this years exciting Cambrian Rally and welcome everyone to our spectacular town known as **The Queen of Welsh Resorts***

When looking for Accommodation for your rally or holiday break always look for the LHA logo to be assured of the best independent accommodation and Dining options; www.llandudnoha.co.uk

SCHEDULE DURING RALLY WEEK

MONDAY 19TH OCTOBER		
18:00	Final Closure of Entries at supplementary rate (SR 13.2)	Website and rallies.info
TUESDAY 20TH OCTOBER		
20:00	On-line signing-on MUST be completed (Anyone not signed on by 20:00, will have their entry reallocated to a reserve).	rallies.info
20:00	Publication of Recce Time Schedule & Instructions	Sportity
THURSDAY 22ND OCTOBER		
18:00	Recce Signing-on Closes (National permit entrants only)	Details confirmed in Final Instructions
FRIDAY 23RD OCTOBER		
07:30	Recce (National event ONLY) begins	Llanrwst
11:30	Trailer Park Opens	Dale Road, West Shore
13:00	Rally HQ / Media Centre Opens	Venue Cymru, Llandudno
13:00	Noise Test Opens	Builder Street Coach Park
13:00	Scrutineering Opens	Victoria Centre, Llandudno
13:30	Documentation and Event signing-on Opens	Rally HQ
14:00	Refuelling Available	Mostyn Broadway, Llandudno
19:30	Noise Test, Scrutineering and Refuel Closes	
20:00	Documentation and Signing-on Closes	Rally HQ
21:00	Publication of Provisional Start List for MC0	Sportity
21:00	Rally HQ / Media Centre Close	
SATURDAY 24TH OCTOBER		
06:30	Rally HQ Opens	Venue Cymru, Llandudno
06:30	Service Park Opens	Ruthin Livestock Market
08:01	Start of National and Interclub Rally (MC0)	Llandudno Promenade
12:26	First Car due to Service	Ruthin Livestock Market
18:15	First Interclub permit Car due to Finish (MC2)	Llandudno Promenade
18:37	First National Car due to Finish (MC2)	Llandudno Promenade
Approx 18:40	Post-event Scrutineering	Motorsport Lounge, Llandudno
Approx 19:30	Publication of Interclub Provisional Classification	Website and Sportity
Approx 20:00	Publication of National Provisional Classification	Website and Sportity
Approx 20:30	Publication of Final Classification for all	Website and Sportity
Approx 20:30	Rally HQ Closes	Venue Cymru

The organisers accept no responsibility for damage, theft etc. of vehicles / trailers / belongings at any location/time associated to the Cambrian Rally.

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10. OFFICIALS OF THE EVENT

POSITION	NAME	CONTACT (UPDATES NEEDED)
Motorsport UK Steward	Richard Webster	
Event Steward	Dave Evison	07982 909075
Event Steward	Eifion Jones	07809 615049
Motorsport UK Safety Delegate	Dan Lister	
Clerk of the Course	Wenna Roberts	07887 803387 clerkofcourse@cambridgerally.co.uk
Deputy Clerks of the Course (National and Interclub)	Andrew Kellitt Pat Marchbank	pat_01@live.co.uk
Assistant Clerks of the Course	Peredur Davies Roger Evans	peredurwyn@hotmail.co.uk rogerevans007@btinternet.com
Event Secretary	Sarah Jones	07774 908297 secretary@cambridgerally.co.uk
Deputy Event Secretary	Phil Barley	07867 550106 secretary@cambridgerally.co.uk
Entries Secretary	Sarah Robson	07515 908480 entries@cambridgerally.co.uk
Deputy Entries Secretary	Claire Hookham	entries@cambridgerally.co.uk
Event Treasurer and Organising Team Chair	Neil Coulson	info@mmbr.co.uk
Event Safety Officer	Tony Jackson	tony.r.jackson@btinternet.com
Deputy Safety Officer	Matthew Jackson Pete Holland	
Spectator Safety	Neil Fuller	07798 868865
Chief Marshal	Mark Wilkinson	07879 657580 marshals@cambridgerally.co.uk
Assistant Chief Marshal	Rob Nebo Jones	07586 614637 robnebo@live.com
Equipment / Set-up Officer	Chris Phillips	07899 805898 cpallying@aol.com
Deputy Equipment/ Set-up	Steve Page	Steepagem@hotmail.co.uk
Service Area Managers	Chris Phillips Rob Jones	cpallying@aol.com 07899 805898 colwynprinting@btconnect.com
Llandudno Coordinator	Colin Lester-Jones	07733 012418 Colin.Lester-Jones@conwy.gov.uk
Resident PR Coordinator	Roger Evans	07951 336812 rogerevans007@btinternet.com
Event Promotion, Sponsorship and Branding Officer	Simon Cotton	simon@viewcreative.co.uk
Press and Media	Louie Cotton	07821 510770 louie.cotton01@gmail.com
Safeguarding Officer	Sarah Jones	07774 908297 secretary@cambridgerally.co.uk
Chief Scrutineer	Ronnie Roberts	07999 352544
Environmental Scrutineer	Ian Williams	iannoise6@gmail.com
Chief Communications Officer	Chris Woodcock	chris.woodcock99@gmail.com
Competitor Liaison Officers	Simon Gronow Ryland James	07554 423516 07773 346878
Chief Medical Officer (CMO)	Dr. Harj Chagger	drharjchagger@hotmail.co.uk
Chief Timekeeper	Richard Blackshaw	timing@blackshaw42.co.uk
Results	Tynemouth Computer Services	enquiries14@tynecompc.co.uk
Rally Control Tracking Officer	Craig Parry	onthepacenoteuk@gmail.com



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Commercial Combined,
Personal Accident Cover

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Motorsport Teams,
Event Organisers,
Motorsport On-Track

INCORPORATING



MIS
COMMERCIAL

Photos courtesy of Andy Manston at M&H Photography, Kev Money, and Malcolm Almond

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Any abusive / threatening behaviour or language from a crew, their team members or family members towards any marshal, official or any person related to the event, will be reported to the Clerk of the Course (Ch.2 App.1 Art.1.1). In the event of such an incident, the associated crew will be penalised at the discretion of the Clerk of the Course but may go as far as:

1ST OFFENCE: 10min penalty and reported to Motorsport UK

2ND OFFENCE: Disqualification and reported to Motorsport UK

11. RALLY HQ AND OFFICIAL NOTICE BOARD

Rally HQ will be located in Venue Cymru, Penrhyn Crescent, Llandudno, LL30 1BB

What3Words: ///glaze.infuses.brisk

Contact Numbers

Emergency Rally Number +44 (0)7985 433535

Non-Emergency contact +44 (0)7867 550106

The Event will be utilising the Sportity App for documentation and for the Official Notice Board and so competitors should ensure they have the App downloaded. Documentation, updates, notices, bulletins etc. will be posted prior to and throughout the Event and any updates posted to Sportity will be deemed to have been read by Competitors so you are advised to monitor updates regularly and allow alerts.

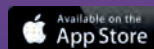


Sportity

For direct event information please download
the Sportity app and insert this password:

CAMBRIAN26

Sportity app is available in



www.sportity.com



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✉ enquiries@withammotorsport.co.uk

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12. OTHER EVENT LOCATIONS

Trailer Park	Dale Road Car Park, Llandudno	What3words ///countries.couch.shunted
Service Area	Ruthin Livestock Market A525, North Link Road	What3Words: ///burden.pancake.ample
Sound Check	Builder Street Coach Park, Llandudno	What3Words ///moving.reframe.dignitary
Scrutineering	Victoria Centre Car Park, Back Madoc Street, Llandudno LL30 2TL	What3Words ///encoding.painter.trucks
Pre-event Fuel	Mostyn Broadway, Llandudno	What3Words ///submerged.licks.winemaker
Rally Start	Promenade Llandudno	What3Words ///tenure.tightest.before
Rally Finish	Promenade Llandudno	What3Words ///shirt.scooters.renting

13. ENTRIES

13.1 ENTRY PROCESS

All entries must be made on the online entry system via www.cambrianrally.co.uk and must be fully completed and paid in full to be valid.

The entry system will open at 18:00 on Sunday 6th September.

Entries will be allocated on a first-come, first-served basis.

Entries can only be submitted when all the mandatory information is filled in (red sections on the Entry Form).

All remaining information must be completed with all signing-on information uploaded by Saturday 10th October 2026.

(ANY FIELD MARKED TBC WILL NOT BE COUNTED AS COMPLETE)

A plea from the organisers, the sooner you can fill this in, the better!

Online signing-on must then be completed by 20:00 on 20th October 2026 (you may sign on any time before this once all information is collected).

Final document checks / Event Signing-on will be in Rally HQ on Friday 23rd October 2026 (both crew members must attend) where you will be issued your Road Book (unless already provided at Recce) and timecards on successful completion of checks and production of a completed Scrutineering Process Card.

Competitors under 18 years of age must state their age (Ch.3 App.4 Art.3), and parents or guardians of competitors under 18 years **MUST** complete signing on using the rallies.info system (Ch.3 App.4 Art.4).

No postal or telephone entries will be accepted.

Changes to crew members or the car entered that are made after submitting an entry must be requested in writing (e-mail to be sent to the Entries Secretary at entries@cambrianrally.co.uk) subject to Ch.3 App.11 Art.0.

Both Driver and Co-Driver must hold and produce a valid Competition Licence for the Event as specified in the ASN Chart of Minimum Acceptable Licences (Ch.6 Annex A Chart 2).

The maximum number of competitors shall be limited to 160, plus reserves. The minimum is 115. Should the minimum not be reached by the closing date for all entries, the organisers reserve the right to cancel the event (Ch.6 App 1 Art 10.3g), amalgamate classes (Ch.6 App.1 Art.10.3h) or reduce the route and stage mileage. There is no maximum entry for classes, but the minimum is 3.

13.2 ENTRY FEES

Entry fees must be paid in FULL not later than 18:00 hours on Saturday 10th October 2026, failing which a supplemental rate will be applied up to final closing at 18:00 on Monday 19th October 2026 (See additional fee table in 13.3 below). Entries not paid in full will not be seeded.

	Entry Fee
NATIONAL PERMIT EVENT	£1,340
INTERCLUB PERMIT EVENT	£995
BTRDA RALLY FIRST	£945

Included in the Entry Fee:

- Service plate
- Tulip Road Book with Stage Maps
- All competing car numbers, stickers and plates
- Sporttraxx Safety Tracker
- Carbon Offsetting per vehicle

13.3 ADDITIONAL FEES

Secure overnight parking at Victoria Centre, Llandudno	£10 per car
Insurance – if using the provided insurance	£50
Insurance excess in event of an incident or claim	£500
Entries submitted after 18:00 10th October	(supplementary rate) £50 per car



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SAFE DRIVING,
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SURFACES FOR YOUR DAILY DRIVING.

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13.4 ENTRY FEE REFUNDS

Any cancellations/withdrawals must be made in writing to the Entries Secretary (email and text message accepted) and will be acknowledged.

If the event is cancelled	If the event is cancelled, or postponed for more than 24 hours, the organisers reserve the right to retain a proportion of the entry fee to cover any costs incurred, amount at the discretion of the Organising Club. The Organisers will not be liable for any consequential losses incurred by prospective competitors because of event cancellation or postponement (Ch.3 App.5 Art 13).
To teams whose entry application is rejected	Full refund
Entries cancelled before the standard closing date	Full refund
Entries cancelled after the standard closing date will be refunded in line with the scale below (Ch.6 App1 Art.11.1(e))	
10/10/2026 (after 18:00 hours) – 15/10/2026	70% refund of total entry fee.
16/10/2026 – 19/10/2026	50% refund of total entry fee.
20/10/2026 – 24/10/2026	0% refund of total entry fee.

Refunds will be made by Bank transfer to the same account from which the entry was originally paid as soon as practical after the event.
Competitors failing to start the event will not be entitled to any refund

Competitors entered into the National Event will not be able to change their entry to the Interclub event after the standard date of closing (i.e after 18:00 hours on 10th October).

14. INSURANCE COVER

Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy.

If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

Endorsement 158: Kingfisher Road Sections Acceptance Criteria

Our Broker for this policy is Kingfisher Motorsport. The following criteria defines the acceptance of the Road Sections Insurance Product. The policyholder and their representatives in accepting drivers, vehicles and locations must comply with the following. If in the event of a claim made on this policy, the following criteria is found to be breached and not referred and specifically confirmed accepted and noted by Our broker, we will recover our claims outlay from you.

Competitor Driver Criteria

- All drivers are aged 19 years or older
- All Drivers are UK residents > 1 year and hold a Full UK Car License for at least 6 months
- All Drivers have no driving Bans within the last 5 years and no criminal convictions.
- All Drivers have no more than 6 penalty points on their license and/or more than 1 fault motor claim in the last 3 years in their history.
- All drivers are a named driver on a valid motor insurance policy for the vehicle they are driving
- All drivers do not have the Third-Party Extension for Road Sections cover already on their existing motor policy.

Vehicle Criteria

- The vehicle has a valid MOT and is taxed for the road, unless exempt from doing so
- All Vehicles are road going/road legal, and has a UK Registration Plate assigned and attached.
- The vehicle must be in the custody or control of a competitor who is participating in a motorsport event which has been permitted by the Policyholder (Motorsport UK Association Ltd) and where the driver has been notified and subsequently accepted for participation by the Policyholder (Motorsport UK Association Ltd).

Use, Cover and Location Criteria

- Cover is limited to TPO - Usage only in connection with the event itself for the event dates stated (Maximum 3 days)
- Usage of the vehicle is for Social Domestic and Pleasure purposes including participation in the road section of a motorsport event and being used on the public highway.

Competition Vehicle Types Acceptable:

- Competition Cars

Non-compliance with Standard Criteria

Any competitor or vehicle who falls outside of the criteria above may be offered cover at equivalent terms if approval from Kingfisher Motorsport has been obtained prior to the event taking place. Approval can be sought by contacting motorsportuk@kingfishermotorsport.com providing the following information:

- Driver name, date of birth and country of residence
- Driving license pass date
- Details of any adverse motoring history (claims and/or convictions)
- Details of vehicle they will be competing in

This information should be sent from the competitor directly, copying in the event organiser(s) for oversight.

Period of Cover

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in 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.

The basic rate per driver for the Insured event, before any loadings will be:

Net Premium	£ 44.64
Insurance Premium Tax	£ 5.36 (IPT@12%)
Total Payable For Each Vehicle	£ 50.00

The Event Road Section scheme is provided by Kingfisher Motorsport and underwritten by First Underwriting Limited under authority granted by Accredited Insurance (Europe) Limited who are authorised and regulated by the Malta Financial Services Authority.

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First Underwriting Limited who are authorised and regulated by the Financial Conduct Authority No. 624585 and are registered in England and Wales No. 07857938. Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP.

Motorsport Ireland / Non-UK Crews / Non-UK Registered Cars

As above, any Driver / Vehicle not complying with the required criteria must obtain specific approval from Kingfisher Motorsport prior to the event. Details are included above (Non-compliance with Standard Criteria).

15. AWARDS

Awards will be presented at the Final control of the Event. Awards may not be awarded if insufficient entries are received in relevant classes.

Named awards remain the property of the organisers and must be returned after 11 months, or one month prior to the next Cambrian Rally, whichever is sooner. Such awards must be signed for or returned immediately after presentation. Awards must be collected at the presentation; the organisers will not forward awards on.

NATIONAL	
1st Overall Driver and Co-Driver	2 awards
1st in each Class Driver and Co-Driver (Subject to 3 class starters)	2 awards
2nd in each Class Driver and Co-Driver (Subject to 6 class starters)*	2 awards
3rd in each Class Driver and Co-Driver (Subject to 10 class starters)*	2 awards

INTERCLUB	
1st Overall Interclub Driver and Co-Driver	Ian Hughes Trophy and 2 awards
1st in each Class Driver and Co-Driver (Subject to 3 class starters)	2 awards
2nd in each Class Driver and Co-Driver (Subject to 6 class starters)*	2 awards
3rd in each Class Driver and Co-Driver (Subject to 10 class starters)*	2 awards
1st Overall 2WD Driver and Co-Driver Interclub	John "Bont" Memorial Trophy and 2 Awards
1st Overall NWCC Driver Interclub	Albert Braid Trophy and Award
1st Overall NWCC Co-Driver Interclub	Andy Poppleton Memorial Trophy and Award
1st Driver under-25 Interclub	John Phillips Memorial Trophy and Award
1st Co-Driver under-25 Interclub	Peter Lucas Trophy and Award
1st Driver Resident in North Wales Interclub	Carl Poscha Memorial Trophy and Award

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Gold Star Champion Elliott Payne - Pictured

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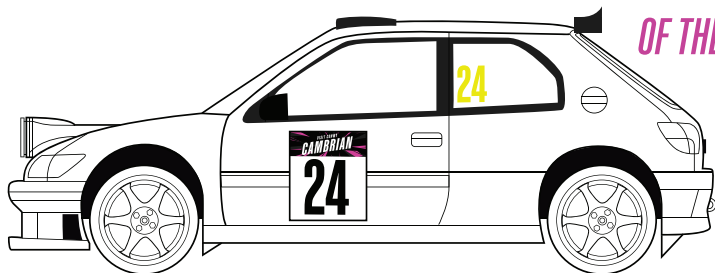
16. ADVERTISING AND IDENTIFICATION

Competitors will be required to carry advertising material supplied by the organisers (Ch.6 App.1 Art 10.3f) and must ensure that identification plates, numbers, event advertising and sponsor decals are **in place prior to scrutineering** and, are kept as clean as possible throughout the event.

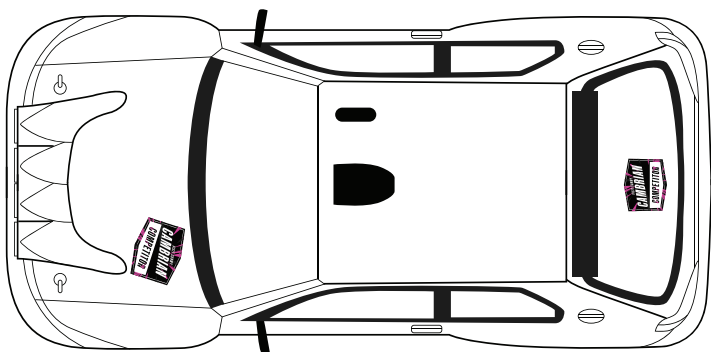
Numbers will be in accordance with Ch.13 App.9 Art 5.4.and Ch.13 App.9 Art 5.5 and will be supplied by the organisers. Competitors will ensure that regulation white door panels (or white doors) are in place prior to scrutineering (Ch.7 App.10). Door numbers will be supplied by the Event to comply with Ch.7 App.10.

Competitors are reminded that these numbers must be removed after the event, or upon retirement. All vehicle/event identification items will be provided by the Organisers and must be fixed to the vehicle as per the diagram below.

*HIGH VISIBILITY WINDOW
NUMBERS ON BOTH SIDES
OF THE CAR*



*FRONT DOOR HEADER WITH NUMBER (SUPPLIED)
AT THE TOP OF THE DOOR ON BOTH SIDES OF THE CAR*



RALLY PLATE (BONNET)

RALLY PLATE (CENTRE REAR OF CAR)

All registration plates must be legible when on the public highway. Registration plates must comply with the Law (Ch.13 App.16 Art.2.1d).

NORTH WALES CAR CLUB



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17. TYRES

All classes on the event must comply with Ch.8 App.4 Tyre List 6 as well as any specific Championship regulations. The use of run-flat devices is not permitted.

At any time during the rally, controls may be carried out to check the conformity of the tyres.

Each competition vehicle is allowed to carry, on-board and properly fixed, a maximum of two spare wheels.

As per Ch.13 App.16 Art.7.11, the maximum number of tyres permitted will be 10. These must be recorded in the tyre record form supplied in the Timecard booklet **and all finishers must hand in the tyre declaration at the final control**. Spot checks will be conducted during the event.

Any breach of the tyre regulations will be reported to the Stewards.

18. FUEL / REFUELLING

Competitors may only refuel in the area specifically designated by the organisers **(Vital Equipment Refuel only, there is no facility for self-refuel)**, or by using commercially available pump fuel dispensed directly from pumps at filling stations on the rally route. No one must be within the vehicle, for example driver, navigator, service crew, and the engine must be stopped throughout any refuelling operation (Ch.13 App.18 Art 1.9 applies). This is a mandatory rule and applies to both the refuel zone and commercial fuel stations. Penalty for Breach of Ch.13 App.18 Art 1.9 is disqualification and reported to Motorsport UK.

Vital Equipment can supply both 99 octane Motorsport UK specification fuel and Carless Hiperflo variants. Fuel will be available from Vital Equipment prior to the start on Friday and at the official refuel area on Saturday.

THERE WILL BE NO RE-FUELLING PERMITTED WITHIN THE SERVICE AREA.

Time for refuelling will be incorporated into the road time for the Road Sections.

19. RECONNAISSANCE OF SPECIAL STAGES

Available for Competitors in the National Event only. Only competitors entered in the National Event may be in a recce car. No co-drivers from the Interclub can 'substitute' for a National co-driver). Only 2 people maximum per recce vehicle.

The recce will take place on Friday 23rd October 2026, starting in the Llanrwst area. Documentation 07:30 and Recce commences 08:00. Recce plates will be distributed at the Recce start area along with the Event Road Book (Note - this will be the only Road Book issued).

The format will be convoy style with a lead vehicle and further organisers at the back of the convoy.

Details of time schedule, location and recce instructions will be added to Sportity by 20:00 hours on Tuesday 20th October.

19.1 REGISTRATION PROCESS

On-line signing on must be completed by 18:00hrs on Thursday 22nd October.

This includes completion of an electronic Recce Registration form (which will be available on Sportity) This form requires details of the reconnaissance car and occupants, including addresses and contact numbers (during the recce period) and must be submitted to the organisers prior to recce commencing.

If the recce crew wishes to change the car or vary the occupants, a new Recce Registration form will need to be completed.

While engaged in reconnaissance the Reconnaissance Car Plates must be displayed on the rear side windows. Failure to do so will be deemed to be a breach of the reconnaissance regulations. Rally cars used in the event may not be used for reconnaissance.

19.2 SPECIFIC REGULATIONS

Recce utilises public road and involves two-way traffic. Please drive with extreme caution and be considerate to other road users. Officials will be out monitoring your driving standards. During reconnaissance, all national traffic regulations must be followed, including but not limited to the speed limits.

NRW has agreed to a strictly controlled recce allowing a maximum of two passes per competitor per stage and a maximum speed of 15 MPH which must be observed on the stages at all times (unless otherwise notified) Calibrated radar speed checking equipment will be used to monitor competitor speeds.

Competitors, entrants or others found in cars exceeding speed limits, driving or being driven at an excessive speed or in any way which in the opinion of the organisers causes or could cause danger or inconvenience to other road users, local residents, NRW/Forestry staff or maybe considered as bringing the sport into disrepute will be reported to the Clerk of the Course and penalised as follows

First offence - £300 fine

Second offence – Refused Start

Judges of Fact will be observing driving standards.

The use of competition cars for reconnaissance is prohibited. Recce cars are to be standard road cars with limited modifications such as: Underbody Guards, Wheels and tyres, 2 x auxiliary lights, light intercom system. Any queries regarding recce car suitability should be directed to the Recce Co-Ordinator.

The recce will be run to a convoy system. Vehicles will proceed through the Special Stages at intervals of approximately 20 seconds. This interval must be maintained throughout each stage. Competitors numbered 1 to 15 will start in seeded order. All other competitors will start in order of arrival. Drivers may proceed through the Special Stages only when instructed by an official. Unless advised to the contrary, each vehicle and competitor may traverse each stage **TWICE ONLY**.

Please note that the Special Stages will not be closed to public traffic during reconnaissance. Forestry Commission operations will be in progress in certain areas.

Competitors disrupting the flow of the convoy in a way that, in the opinion of the organisers, causes or could cause danger to other competitors may be penalised.

Whilst there are a number of petrol stations on the route, competitors are requested to arrive with a full tank of fuel to commence recce.



SPECTATE SAFELY!

- **Be alert!** Always expect the unexpected.
- Stay at the designated spectator areas.
- Remember that in an accident anything can happen.
- Always follow the instructions of the marshals.

**YOUR SAFETY
YOUR LIFE**



motorsportuk.org

[#rallysafety](https://twitter.com/rallysafety)



20. DOCUMENTATION

All competitors must complete final Documentation checks, IN PERSON in Rally HQ.

Documents required for final checking:

- Driver and Co-Driver competition licences
- Driver and Co-Driver membership cards
- Completed process card from scrutineering
- Parent/Guardian for those under 18 to sign on

Following completion of Documentation checks, competitors will receive their Timecards, plus road book if not already received at recce.

21. TRACKING / SOS BOARDS / RED SIGNALS

The event will be using the Sporttraxx Tracking System, provided by Onthepacenote. Installation of the mount MUST be carried out before Scrutineering and will be checked during scrutineering. Information regarding the collection, return, fitting and use of the tracking system will be published in Final Instructions.

Penalties will be applied by the Clerk of the Course to any crew which is able to but fails to use the tracking device as instructed or crews who fail to fit the device as instructed by the system supplier.

In accordance with Ch.13 App.2 Art.4.17, on any Special Stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles prior to the Special Stage being cleared of competing cars, the Red Signal system will be in place. Red Signals will be prominently displayed (held out steady not waved) by a designated marshal who will be wearing a marshal's tabard.

Competitors must ensure they are fully familiar with the tracker use and all requirements when being involved in or coming upon an incident (Ch.13 App.10 Art. 7.10-7.35).

22. SERVICING

22.1 SERVICE / ASSISTANCE LIMITATIONS

As noted earlier, The designated service area is Ruthin Livestock Market, A525, Ruthin North Link Road, What3Words: ///burden.pancake.ample

There will be no auxiliary service/management vehicles permitted on the Event.

For the avoidance of doubt, organised assistance is not permitted anywhere other than the main service area, including as per Ch.13 App.18 Art.1.7, "In any area where Service is not permitted, the presence of service crew, or any vehicle from which equipment or parts are supplied or obtained, or the setting up or the collection or the use of equipment previously deposited, will be considered to be servicing."

FR /_{Jmp} 80 ! ML → KR + Ć

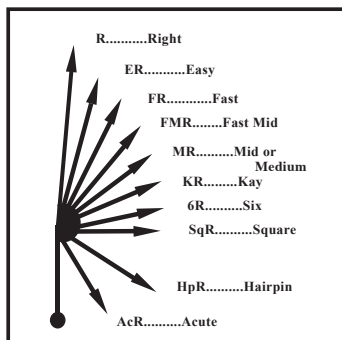
Fast Right over Jump 80 (yds) Caution Medium Left into Kay Right and Flat Crest

2R /_{Jmp} 80 ! 4L → 5R + Ć

Two Right over Jump 80 (yds) Caution Four Left into Five Right and Flat Crest

These notes are designed to describe the road ahead, for a wide cross section of drivers and cars. They are not speed related, and must be interpreted according to road width, surface and conditions.

Bend Indication



Descriptive

1-9, 6 Fastest No 1st, Direction 1st etc. also available

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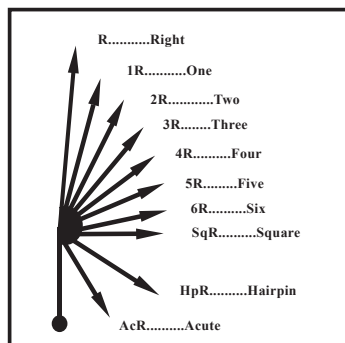
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Numbers

As per Ch.13 App.18 Art 1.10, the above does not prevent Competitors from making their own vehicles safe to drive and crews may work unassisted on their own Vehicles using equipment carried in their Vehicle in 'No Service Areas' **except:**

- a. Within 100m of any **Control**.
- b. Between a Special Stage Arrival Control and the Special Stage Start Control.
- c. In any Parc Fermé.

In accordance with Ch.13 App.18 Art 1.11 the only work permitted in these areas is the unassisted cleaning of:

- a. lamp glasses
- b. windscreens
- c. windows
- d. identification markings and
- e. vehicle registration numbers.

Competitors in contravention of Ch.13 App.18 Art.1 will be penalised as per Ch.13 App.8 (n) and (o).

The presence of team personnel, including family/friends or any team member/conveyance is prohibited within 1 mile radius of its competing car except:

- In special stages (from the yellow sign at the beginning of the start time control to the stop sign at the end of the special stage)
- Whilst the cars are in a media zone
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time
- Official spectator areas

Judges of Fact will be appointed to monitor the above and penalties applied in accordance with Ch.13 App.8 Art.1.3(o), for each contravention of Ch.13 App.18 Art.1.3.

22.2 SERVICE PARK AREA

The Service Park will be open to competitors and personnel on Friday 23rd October from 16:00 hours until 19:00 hours when the gates will be locked overnight and will be reopened on Saturday 24th at 06:30 hours. There will be no overnight security so, as per Article 9 above, anything left in the area will be at your own risk. Service area will close on Saturday at 17:00 hours.

One service vehicle will be permitted to enter per crew. Service bays are limited to 7x7m. A Service Plate will be issued in the competitors pack and this must be **affixed** to the service vehicle windscreen prior to arrival at the Service Area. Teams will only be permitted to enter the Service Park after displaying their pass.

Trailers are NOT permitted in the Service Park at any time throughout the event until the Service-in Control is closed.

Space within the Service Park is limited. Teams providing service to more than one competing car, and with vehicles larger than 7.5T, **MUST** inform the Service Park Manager before Friday 16th October.

There is a strict one-way system within the Service Park and a 15mph limit which **MUST** be adhered to at all times by competitors and their service vehicles. Failure to comply with these rules will result in a penalty applied by the Clerk of the Course.

All competitors must provide and use a suitable size plastic ground sheet to cover the whole area where service work is being carried out. This ground sheet must be impervious to all fluids. The penalty for not adhering to this is £100 per offence.

RE-FUELLING IS NOT PERMITTED WITHIN THE SERVICE AREA.

Competitors may bring their recce cars into the Service Park providing they can park them within the designated areas. Parking of team vehicles outside of their designated area is strictly prohibited. Failure to comply will result in a penalty of 10 minutes at the discretion of the Clerk of Course.

Service vehicles may not leave the main service area during the event except in the case of retirement by the competing car. The Service Plate must be displayed at all times. Failure to comply will incur the disqualification of the associated competing vehicle.

There will be NO PARKING for guests/supporters/spectators in the service area and they will not be admitted. Additional parking is available opposite the service area at the school. Cost will be £5 per car and proceeds will be split between the Welsh Air Ambulance and the Jaffa Fund, charities close to the hearts of rally enthusiasts.

Enter at What3Words /// crossings.buzzer.monks

22.3 SERVICE SAFETY

The Motorsport UK safety requirements now include guidelines for service areas and service crews. These requirements are included on the Motorsport UK web site. Please make sure that you comply with these and that your service crew is fully aware of, familiar with and adheres to the safety recommendations.

Competitors are responsible for ensuring that their service crews understand and comply with all regulations and the service area safety recommendations, Ch.3 App.18 Art.1.13 applies.

It is recommended that crews have a fire extinguisher (additional from the systems within the competing car) available at all times whilst in the service area.

22.4 ENVIRONMENTAL

Generators are permitted in the Service Park, however; it is recommended that they are super silent diesel or LPG and not petrol and are only operated by competent personnel.

Washing cars within the service park is prohibited at any time due to the risk of contamination.

All waste material must be disposed of in the facilities provided at the service park – please take all used fluids and tyres with you.

The entire service area is a NO SMOKING zone.

Please respect the service area.

- Leave the area as you find it.
- Do NOT leave litter.
- Use the bins provided or take your rubbish home with you.
- **Under no circumstances leave / dispose of any tyres or fluids in the service area.**

Competitors abusing these facilities will incur a fine of £50 for the first offence and £100 for each subsequent offence.

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22.5 GENERAL

Parking for Officials and Media will be in a car park adjacent to the service area. All those accessing the Service Park MUST be displaying their pass to gain entry.

Infringement of service regulations may also be reported to the relevant Championship organisers who may, at their discretion, apply a further championship penalty.

For any queries regarding the Service Park, or to inform the Event if you will be serviced with another crew or a large service vehicle requirement, please contact:

Service Park Manager: Chris Phillips
Tel: 07899 805898
Email: cprallying@aol.com

22.6 PRE-EVENT PREPARATION

There is no location / facility in Llandudno for any preparation work to be carried out on competing vehicles prior to the start of the event. Any crews doing pre-event testing should re-prepare their car prior to arrival in Llandudno.

23. SPILL KITS

Competitors are reminded that all competing cars must carry a “Small Spill Kit” complying with NCR: Ch.13 App.16 Art.2.1(e).

In the event of a spillage competitors MUST deploy the kit to mitigate contamination / damage.

24. MODIFICATIONS TO NCR AND PENALTIES

Motorsport National Competition Rules (2026 Edition 2) apply as written with the exception of the following:	
Ch.13 App.2 Art 4.48	Subjective route notes are permitted on the Event supplied by either Patterson Pacenotes or Onthepacenote. These are the only 2 permitted suppliers
Ch.13 App.13 Art.9.1(e)	Maximum permitted lateness between two adjacent Main Controls is 15 minutes.
Ch.13 App.13 Art.9.1(f)	Cumulative lateness is penalty free up to 15 minutes.
Ch.13 App.8 Art.1.3(h)	Lateness penalties will not be applied except at Service (out) controls
Ch.13 App.10 Art.7.42	Pace Notes are specifically permitted for National event Competitors who are registered for reconnaissance

Ch.13 App.8 Art.1.3 Penalties as written with the exception of the following:

Art.1.3 (a) Not reporting or reporting OTL at a Control	Retired (Penalty does not apply if the competitor restarts at MC1 having missed stages, taking penalties as prescribed below)
Not completing or missing a stage	15 minutes plus Stage Maximum per stage
(g)	No penalty for early arrival at the Final MC (MC2).
(h)	Lateness penalties will not be applied except at Service (out) controls.
(aa) Not complying with a reasonable instruction by an official, provided warning is given that penalty will be applied	5-minute penalty for each offence This penalty also applies if any member of a Service Crew fails to follow an instruction of an Official of the event and will result in their Competitive Crew being penalised.
(bb) Second offence under (b), (c), (d), (e), (k), (l) or (m)	Disqualification
(cc) Repeated misbehaviour of service crew.	Disqualification of related Competing Crew(s)
(ee) Misuse of SOS and/or OK boards.	Disqualification Ch.13 App.10 Art 7.20 applies)
(ff) Unauthorised testing or practicing (Ch.13 App.12 Art.3.27).	Disqualification
(gg) Causing an obstruction (Ch.13 App.2 Art.4.39)	10 minute time penalty up to Disqualification at the discretion of the Clerk of the Course

25. CONTROLS AND TIMING

The event will run on the Target Timing System (Ch.13 App.13. Art 9). Times will be recorded to whole minutes for all sections except Special Stages which will be timed to the nearest preceding 1/10th of a second. Penalties will be applied in accordance with Ch.13 App.8 Art.1.3(f (ii)).

All Special Stages will have a Bogey Time set at approximately 75 mph and a Target Time set at approximately 30 mph (or less on short stages).

Competitors will start stages at one-minute intervals. The organisers may change the start interval for operational reasons.

Special Stages will be timed automatically using the RAB Timing automated system. A jump start will be detected by a beam as per Ch.13 App.10 Art.7.39. In the event of equipment failure, the start marshal will record any jump starts. Should any recorded time not be legible or not appear authentic the organisers may use any means at their disposal to establish a time.

The following titles describe the various types of Time Controls:

Main Control

Main controls will be situated at the start and finish of the rally and at the Service In and Out time controls.

Each competitor will be given a due starting time from MTC 0 and the difference between this starting time and their actual starting time will be counted towards disqualification for overall lateness.

As per SR 24 above, there will be no penalty for early check-in at the final MC (MC2).

Special Stage Arrival Control

On arrival at the SSA, a competitor will receive a provisional start time only when they are ready to start the stage (helmets on, etc.) A competitor who is early may wait for his due time but must then proceed immediately to the start line.

Special Stage Start Control

At the SSA a competitor will be given a start time for the Stage in hours and minutes. Once a competitor has clocked in at an SSA, the Start Marshal will assume they are ready to start the stage and will issue an actual start time as soon as the start line is clear (whether the competitor is ready to start or not).

As each section is timed separately the time taken from SSA to SSS is ‘Dead Time’ and delays are automatically allowed for.

At the Stage Start controls, the marshal will instruct the competitor that they are next to start. The start will be signaled by traffic lights which will run through the following procedure:

50 – 10 Seconds to go	RED	Illuminates and start time displayed
10 Seconds to go:	RED	plus 5 AMBER lights
5 Seconds to go:	RED	goes out
	AMBER	lights count down 5-4-3-2-1 seconds
	GREEN	GO!

In the event of equipment failure, the start procedure will revert to the manual system as per Ch.13 App.10 Art.7.36..

Special Stage Finish Control

At the SSF a competitor will receive their finish time in hours, minutes, seconds and 10ths of a second. This time in hours and minutes is used to determine due time at next Control. Any competitor who fails to stop at the ‘STOP’ Line must not, under pain of disqualification, reverse to the stop line (Ch.13 App.10 Art.7.28), but must return on foot.

Service In and Out Control

Service Areas will have an IN control and an OUT control – additional time will be included within the Target Time to enable crews to service their vehicles.

Service In and Service Out times will be recorded. Note – lateness penalties will be applied at service out as per SR24 above. (Ch.13 App.8 Art.1.3(h)).

Regroup

There will be a Re-Group prior to the Service Area which is treated as Parc Ferme. Regroup out time will be allocated at Regroup in.

Passage Controls

Passage Controls will be indicated at certain points in the Road Book in order to collect Timecards from Competitors or for other purposes such as sound check or scrutineering. No times will be recorded at these controls but a competitor failing to stop at a Passage Control will be deemed not to have visited the control and incur the relevant penalty as per Ch.13 App.8 Art 1.3(a).

26. RE-JOINING THE EVENT

Crews who retire on the first loop of stages are permitted to rejoin the event from Service Out (MC1) following re-scrutineering. Crews rejoining will be seeded within but not ahead of 15 places from their original seeded position. If the crew cannot rejoin within 15 places of their original start position, then no restart will be granted. To re-join the event, competitors must contact the Competitor Liaison Officer who will arrange re-scrutineering and allocate a restart time. Their permission must be granted in order to restart the event.

27. JUDGES OF FACT / DRIVING STANDARDS OBSERVERS

The organisers will appoint Judges of Fact (Ch.5 Art.21) who will adjudicate on infringements of Ch.13 App.2 Art.4.40 and any specific requirements of these SRs.

The Organisers will also appoint Driving Standards Observers, to adjudicate on infringements of Ch.13 App.2 Art.4.41.

A list of these Judges of Fact and DSO's will be displayed on the Official Notice Board on the Sporty App.

In particular, driving standards, illegal servicing/outside assistance and excessive noise will be monitored closely throughout the event and a report to the organisers of any offence may result in penalties up to DISQUALIFICATION.

Excessive noise will include instantaneous occurrence of noise such as but not exclusively that produced by backfiring caused by anti-lag systems. The penalty for excessive noise may go as far as Disqualification.

All Timekeepers will be Judges concerning time recorded (Ch.13 App.2 Art.3.11).

All crews are reminded of the 20mph urban speed limit across the country. The onus is on the competitor to adhere to RTA rules in Wales.

28. STARTING ORDER

The order of starting will be based on anticipated performance, with the first competitor having the best anticipated performance. The organisers reserve the right to re-seed any change of car, driver and/or class.

In accordance with Ch.13 App.2 Art.4.4, Motorsport UK classification Classes 9-13 (Event Classes 9 and 10) and Motorsport UK classification Classes H1a, H1 and H9 (up to 1300cc) will run at the front of the field numerically in order of their anticipated performance with best performance potential at the front.

A 10-minute gap will be incorporated prior to the main field which will include all the remaining National and Interclub crews in seeded order based on anticipated performance. The organisers may incorporate re-group or holding controls within the event schedule to maintain safe passage of vehicles through the stages.

Harassment of officials by the crew or any team members regarding the seeding may incur a five minute penalty and a report to the Stewards and Motorsport UK.

29. SHAKEDOWN

Unlike previous years, Richard Ceen is unable to offer shakedown facilities. Competitors should make their own arrangements.

30. RESULTS AND APPEALS

Interim, Provisional and Final results will be available via links on the Official Notice Board on Sportity and on the Event web site.

The organisers reserve the right to delete any Special Stage or Road Section from the final results (Ch.3 App.11 Art.1.1(a)) or allocate Notional Times for stages in line with Ch.13 App.2 Art.4.34-36 and 4.38.

Protests and appeals must be made in accordance with Ch.2 App.4 / Ch.2 App.9. Results become Final when any Protest or Appeal time has expired and all official enquiries by the Clerk of the Course, all technical matters and all outstanding Protests or Appeals have been settled (Ch.3 App.6 Art.1.4).

31. DAMAGE DECLARATION AND THIRD PARTY DAMAGE

At the conclusion of the event, competitors are required to sign a declaration confirming that they have not been involved in any incident that may have resulted in damage to property or injury to persons, and/or animals OR alternatively, they MUST give details of any such incidents (Ch.13 App.13 Art.14.4). Failure to comply will be penalised in accordance with Ch.13 App.8 Art.1.3(p).

Similarly, competitors who retire will be required to submit this form to the Secretary of the Meeting within 72 hours of the event (Ch.13 App.13 Art.14.5). Failure to comply will be penalised by a fine up to £100 and may be reported to Motorsport UK for further action.

The Damage Declaration form can be found in the Time Card Booklet.

Competitors causing damage to any third-party property will be liable for any excess the organisers have to pay to the Motorsport UK insurers. This excess is currently £500 (Ch.1 App.3 Art.2.4). Competitors are also liable for any cost that is not covered by the Insurers.

Any incident occurring on the public highway must be reported to North Wales Police.

32. HEALTH AND SAFETY

All entrants must ensure that all persons connected with their entry have read and understood the following statement: 'Every person participating in this event, whether employed or voluntary, shall take reasonable care for health and safety of themselves or other people who may be affected by his / her acts or omissions during the operation of the event.'



Spectate Safely

A safe rally is a good rally

If one car goes off, the next might too. If you **have** to assist then always ensure that one person acts as lookout.

#rallysafety

motorsportuk.org/rallysafety

33. CAMERAS

The use of on-board video cameras is permitted in strict accordance with general regulation Ch.7 App.9.

Cameras must be fitted prior to scrutineering. Footage may be required by the organisers, and in the case of an incident may be required by Motorsport UK and/or the Police should an investigation into an incident be required.

The mounting of any camera must be approved by the Chief Scrutineer Ch.7 App.9 Art 1.5.

Competitors are required to declare at scrutineering whether the in-car camera is being used for personal use or for commercial purposes. Commercial use must be approved by the event organisers. Ch.7 App.9 Art.1.1.

34. SAFEGUARDING

North Wales Car Club (NWCC) acknowledges its responsibility to safeguard the welfare of all young people and vulnerable adults entrusted to its care and is committed to working to provide a safe environment for all. The NWCC Safeguarding Policy can be found at [NWCC Safeguarding Policy](#).

35. AVIATION/DRONE USAGE

No person connected with any competing crew, (including service crew) may fly an aircraft or drone at any point on the route of the event (penalties in accordance with Ch.13 App.8 Art 2 (aa & cc).

Drones will only be allowed to be flown by fully accredited Media personnel who have been authorised by the landowners, Conwy Council, Welsh Water and Motorsport UK.

36. PERSONAL DATA

The organisers will only use your personal information to administer your entry, including providing public Entry and Results Lists, and sending you emails in connection with your entry. Your information will also be used by rallies.info who is providing the event entry system and by Tynemouth Computer Services who are providing the results system. By submitting an entry to this event, you are deemed to have accepted these terms for both crew members.

37. RACE WITH RESPECT

The National Governing Body's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by their commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport. By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- (a) Respect
- (b) Integrity
- (c) Fair Play
- (d) Self-control
- (e) Good Manners

WILDERNESS



Signs

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For all your MSUK compliant competitor numbers, decals, rally plates, safety signage, arrows, advertising banners, marshals gifts and more...



38. COMPETITION VEHICLES ROADWORTHINESS

Police Officers and Driving Standards Observers will be in attendance to support the smooth running of the event. They will advise competitors where a car is considered to be unroadworthy. Failure to comply with their request, or any reports of poor driving will be reported to the organisers and Police. For example, missing, illegal or dirty number plates, flat tyres, accident damage, missing or dirty lights etc. Be aware that police may issue their own Notice of Intended Prosecution and will in turn report such offences to the organisers who will accept such reports as if it were received from a Judge of Fact / Driving Standards Observer.

39. CONTROL OF DRUGS AND ALCOHOL

Competitors are reminded that they must respect that the ASN has the right to require alcohol and illicit drugs testing on any person howsoever connected with any entry on the Event and shall at all times co- operate fully with the relevant procedures. These procedures are in addition to and not in substitution for any procedure undertaken by or at the instance of UK Anti-Doping. (Ch.3 App.4 Art.3.6).



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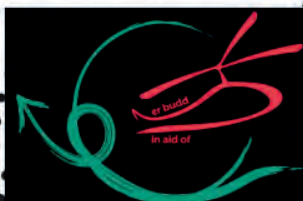
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