

USEFUL CONTACTS

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MOTOR SPORTS ASSOCIATION

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Barrie Parker – multi-champion & master of fwd cars

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BTRDA® CAR TRIALS CHAMPIONSHIP

<u>2011</u>	<u>Event</u>	<u>Approx Location</u>
Feb	13 Southern Autos	Milton Keynes
March	6 Golden Springs	Blandford Forum
April	16 Matthews Auto Salvage 17 Dennis Wells	Anglesey Prestatyn
May	8 Warwickshire	Gaydon
June	12 Wyre Forest 26 Wye Valley	Stourport on Severn Ledbury
July	23 Cymru 24 HCC Wales	Abergele Prestatyn
Sept	4 Gaby Mohr 11 Ernest Owen	Bridgnorth Burton upon Trent
Oct	16 GRAND FINAL	Ledbury

E.&O.E.

Please check www.btrda.com for the current calendar

The Championship comprises events run by experienced motor clubs around the country. Drivers are graded by previous successes into Gold Star®, Silver Star® & Bronze Star® Championships, these being contested in addition to Class and Overall Positions on events. Championship Rules and Membership Forms are available from the BTRDA® Contacts and can be downloaded from our web site:

www.btrda.com



CAR TRIALS CHAMPIONSHIP

A Guide To
Car Trials
and the
BTRDA®
Car Trials
Championship



Nick Pollitt – 2010 BTRDA® Car Trials Champion

www.btrda.com

THE SPORT EXPLAINED

To set the scene for a Car Trial you need to imagine a grassy hillside. The object of the sport is to go from point "A" to point "B" without stopping and without external assistance, in your own time, for this is not a speed motor sport. Point "B" is higher up the hillside than point "A", so the effects of gravity and a slippery surface have to be overcome. To make things even more challenging, the route between the 2 points will be set out by the organisers and will be designed to make reaching point "B" a real challenge by forcing the car up a weaving course, having to overcome natural undulations and features of the hillside.

A Car Trial will typically be held on a Sunday, 1000hrs to 1600hrs, and comprise some 8 to 10 variants of the "A" to "B" concept held over 4 rounds, with changes to the tests to maximise the element of competition.

Competitors' ability is measured by how far they get up each "section" with decreasing penalty points awarded the further you get – the absolute ideal being zero points upon reaching the top! Thus, lowest total score on the day wins, but you do retain all points awarded – none are discarded – so concentration is paramount! However, recognising the inherent difference in climbing ability of (say) front wheel drive cars vs rear-engined rear wheel drive cars, cars actually compete directly in one of four classes, in effect to provide a "level playing field" for competition. Not quite the right analogy, but well understood! Current classes are: 1: road-taxed cars first registered on or after 1 January 1998, unmodified and unballasted; 2: fwd cars not eligible for class 1; 3: rwd cars not eligible for class 1; 4: Kit Cars and modified production cars.

By tradition, all cars have to carry a front seat passenger and it will be their role to support the driver, pointing out the intended route and sometimes bouncing the car to nudge it over some difficult terrain.

START COMPETING FROM THE AGE OF 14...

In the relatively safe environment of Car Trials, where speeds are low, there is no better place to learn car control and gain an understanding of trialling techniques. This is permitted from the age of 14, although drivers not holding a full RTA driving licence must have an experienced front seat passenger.

THE CARS

Cars must have been in series production and so have not been specifically designed for the sport. This all adds to the interest and introduces further difficulties that have to be overcome! Needless to say, some cars will always be more competitive than others, so you do need to give careful consideration to choice of competition car. As mentioned later, we recommend going along to a few events to see at first hand the cars in action.

CAR PREPARATION

You will need to study the Motor Sports Association (MSA) Competitors' Yearbook for the detailed rules and regulations that govern the sport; this book comes f.o.c. with all motor sport competition licences which will be required when competing in above club-only events. Contact details for the MSA appear on the Contacts page of this leaflet.

Car preparation can, of course, be to the extremes of the Regulations but equally can be as simplistic as checking the usual levels for oil, etc, and chucking out clutter from within the car, plus, if appropriate, having a minimum amount of fuel, all to avoid unnecessary weight.

Historically, Car Trial cars used to carry added weight (ballast) over the driven wheels but after one of our committee members discovered that fwd cars in particular could be equally competitive without ballast, a new and highly successful trend evolved with these cars running in their own class.

Decent tyres are a must but have to be of normal road pattern and specifically not winter or off-road types. Then you...

LET YOUR TYRES DOWN!

Tyre pressures on the driven wheels are let down to prescribed limits dependant upon class entered and engine size. This provides a marked increase in grip by putting a larger contact area on the ground and enabling the tyre to better follow irregular surfaces. *We should state that some cars, usually lightweight sports cars, may have to increase their road pressures in order to comply with the Regulations!*

DRIVER PREPARATION

- Have a positive attitude
- Study other competitors' attempts
- Walk each Section, noting obstacles and features that will unsettle the car; plan your attempt in minute detail
- Ask!
- Be ready to start when it's your turn

HOW DO I START?

We recommend offering to passenger or spectating and/or marshalling at one of our events. Any of these will provide an opportunity to see the sport at first hand, see what sorts of cars compete and to discuss your intentions with seasoned drivers.

Attending one of our Training Days will give you an insight into the techniques involved. You will receive one-to-one training in your own car by our acknowledged Experts, including demonstrations in their current competition car.

Apart from your car and a passenger, you will need to be a member of a car club and have available your club membership card; for higher status (Championship) events you will also need an MSA Competition Licence (minimum Clubmans) and your passenger will need to be a member of one of the event's invited clubs. The next step is to find an event, again through local car clubs or the BTRDA® or MSA, complete an entry form and submit it to the organisers prior to the event. The final step is to compete, and the rest is up to you!



Steve Courts – 2003 BTRDA® Car Trials Champion