



TREGARON & DISTRICT MOTORCLUB CAMBRIAN ROAD RALLY



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SUPPLEMENTARY REGULATIONS 24/25 JANUARY 2026

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Foreword

Welcome to the 2026 Edwards Building Cambrian Road Rally.

We are honoured to have been chosen to be the first round of the WAMC Championship this year.

We have put together a superb route of 110 miles over two OS maps 135 and 146. The event will start and finish at the Pantyfedwen Pavilion, Pontrhydfendigaid.

Competitors must be a current member of an eligible club and hold a valid 2026 Motorsport UK competition licence of Interclub status or higher.

The entry fee will include two breakfast tickets for the finish.

Please note that, as a condition of entering the event, **every crew member must provide a marshal – no marshal, no start and no refund of entry fee.**

We would like to thank our sponsor once again Edwards Building for sponsoring this year's event and for their continued support.

Thanks also to all connected with the rally especially the landowners and householders along the route.

We look forward to welcoming you to Ceredigion on the 24th January.

Acknowledgments

Pantyfedwen Pavilion	All Residents en-route
Motorsport UK	Edwards Building
Dorian Evans RLO/MSUK	Petrol Halt
Dyfed Powys Police	Course Opening Closing cars
Ceredigion County Council	All PR crews
All marshals/officials	

PAST WINNERS

2025 - Ieuan Evans & Michael Gilbey, Ford Escort

2024 – Dan Morris & Kieran Price, Ford Puma

2023 – Rhydian Ebenezer & Jon Hawkins, Honda Civic

2020 – Huw Rowcliffe & Owen Rowcliffe, 206 Gti

2019 - Dylan Davies & Richard Williams, Ford Escort

2012 – Kevin Morgan & Dai Richards, Ford Escort

2011 – Mathew Maidment & Byron Jones, 205 GTi

2009 – Steve Woods & Aled Richards, 206 XSi

2008 – Gary Davies & Dale Furniss, Ford Escort

Announcement

Tregaron and District Motor Club will promote an Interclub Status Road Rally on the 24/25 January 2026, known as the Cambrian Road Rally sponsored by Edwards Building.

The meeting will be governed by the general competition rules of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) these supplementary regulations and any written instructions that the organising club may issue for the event.

Authorisation

Motorsport UK permit number – 204911

Motorsport UK event number – TBC

Eligibility

The event is open to all fully elected members of Tregaron and District Motor Club and members of WAMC affiliated clubs.

All drivers will be required to declare that their vehicle is taxed and insured for the road and has a current MOT certificate.

All cars must comply with the Motorsport UK Tyre and Vehicle Regulations as written and specified within the 2026 Motorsport UK National Competition Rules.

Tyres must comply with the MSUK National Competition Rules, and carry a valid E mark.

It is compulsory that all competitors respect the regulations for Control of Drug and Alcohol as contained in the General Regulations NCR Ch.2, 2 Control of drugs and alcohol.

Every Crew must supply a Marshal; **No Marshal = No Start**

Championships

The event will qualify for the

WAMC Road Rally Championship

Tregaron and District Motor Club, Club Championship

Programme

The start and finish venue will be Pantyfedwen Pavilion, Pontrhydfendigaid, Ceredigion SY25 6BB

The total mileage will be approximately 110 miles on map 135 & 146 (OS Land ranger 1:50,000 series) latest edition.

The event will contain competitive sections on the public highway, and private land timed to an accuracy of less than one minute.

These sections will be run in accordance with the requirements of Motorsport UK.

Cars will leave the start at intervals of one minute.

Environmental Scrutineering and Scrutineering will open at 16.30hrs. Individual times may be given in the Final Instructions.

Any crew including their marshal not signed on by 20:30hrs may be disqualified and his/her place offered to a reserve. There will be no refund on entry fee.

Drivers briefing will be at 21.00 hours located within the pavilion.

Cars will be identified by two rally plates, supplied by the organisers, which must be affixed to the nearside window and rear of the car and be visible for the duration of the event. These should be removed at the end of the event or on retirement, whichever is sooner.

It is the competitors' responsibility to ensure that car registration plates are visible throughout the event.

All the organisers' times and mileages shall be deemed to be correct, having been established according to NCR Ch.13 App.1 Art.8 (13.1.8).

All organisers' road signs are mandatory – No, Care, Quiet, OK, arrows NCR Ch.13 App.5 Art.2 (13.5.2).

Competitors will be supplied with a rally pack on successful completion of signing-on. This will contain all the information required (i.e. Out of Bounds areas and Quiet areas) other than route details, which will be given out at MC1.

The entire route will be denoted by six figure map references (other than the Special Test, which will be in the form of a diagram) containing all the information necessary to enable the competitors to comply with NCR Ch.13 App.4 Art.2 (13.4.2).

All map references have been plotted using a “Basic Roamer”, and this will be used in the event of any dispute.

PLEASE NOTE THAT ANY COMPETITOR FOUND TO BE DIVULGING, OR HAVING DIVULGED, ROUTE INFORMATION TO SPECTATORS WILL BE DISQUALIFIED ON THE SPOT. YOU HAVE BEEN WARNED!

Scrutineering

All cars must comply with the Motorsport UK Tyre and Vehicle Regulations as written and specified within the National Competition Rules.

Scrutineering will be in compliance with the Road Traffic Act, National Competition Rules (note NCR Ch.13 App.3 Art.12.1c) and Technical Regulations (NCR Ch.13 App.15) and Damage as NCR Ch.13 App.5 Art.11.5.

Cars will be required to undergo a noise test, and if over 86 dBa is registered at two thirds of maximum RPM on the noise meter at 2.0 meters (or equivalent measurements) they will not be permitted to start. Noise checks may also be performed en-route. See NCR Ch.13 App.1 Art.7.1; NCR Ch.13 App.1 Art.7.7

Crews failing either the noise test or scrutineering will not be permitted to start and will not be refunded their entry fee.

Tyres to comply, including spare wheel, with current Motorsport UK Regulations, and carry a valid "E" mark.

Attention will be paid to the following at Scrutineering

Brakes – where hydraulic handbrakes are fitted, a cable system must also be fitted AND be operational

Lights – must comply with the Road Traffic Act; no more than four forward facing lights to be fitted, excluding sidelights and indicators; spotlights must extinguish on dipped beam; reversing lights not to exceed 24 watts total and be fitted with an illuminated switch if independently operated; all indicators, sidelights, brake lights and number plate lights to be working

No excessive steering play

Flexible fuel lines must be secured with steel clips

Washers, wipers and horn to be operational

Battery must be secure and earth lead colored yellow, and with the positive terminal insulated.

Seats must be secure; rear seats must be fitted

No loose items within the vehicle, or in the boot

Throttle linkage to be in good order

A maximum of two spare wheels may be carried and must be securely located.

First Aid kits must be carried

Warning triangles must be carried

Spill kits must be carried, as per NCR Ch.13 App.15. Art.6 (13.15.6) and Ch.7 App.2. Art.22 (7.2.22)

Cars to be in possession of current MOT certificate, which must be shown to the Scrutineer and have a current valid road fund license

Vehicle Registration Document must be produced. If this is not in the name of the driver on the event, written proof must be shown that the car is being used with the permission of the owner

Bodywork and paintwork to be in good serviceable order

Air filters must be fitted

No radio transmitting devices may be fitted. Competitors may carry mobile phones, but they must be SWITCHED OFF for the duration of the event, and

must ONLY be used in the event of an emergency i.e. to summon help after retiring from the event and/or to contact any of the emergency services should the need arise

No temporary parts may be fitted to silencer systems, in order to help meet the noise levels for the event

No additional fuel may be carried by competitors in containers. Fuel may only be that which is in the fuel tank. Any competitor found to be carrying fuel cans/containers, of any description, will be disqualified from the event

Classes

The following definitions apply to either crew member in the role now entered (driver as driver/navigator as navigator) based on their previous performances, no matter how long ago, as follows:

MASTER

Either crew member having 1st Overall on and Interclub, National B Road Rally

EXPERT

Either crew member having finished in the top 10 on any Interclub, National B Rally or higher status rally.

SEMI-EXPERT

Crews not classified as Master, Expert or Novice

NOVICE

Neither crew member having won the Novice class on any rally (excluding 12 cars), nor finished in a position that would place either crew member in Class Master or Expert.

Notes –

- a) Crews eligible for two classes must enter the higher class.
- b) Crews may be reclassified at the discretion of the organisers.
- c) Entries accepted without seeding information will be allocated a start number at the end of their class.

- d) Competitors' results on stage rallies may be used at the organisers' discretion.
- e) If fewer than 5 cars are entered in any one class, this class may be amalgamated with the next appropriate class.
- f) NO discussion will be entered into regarding seeding.

Awards

Awards will be presented at the finish venue once results are declared final. Perpetual trophies must be returned within one year, or upon request, whichever is the earlier and remain the property of Tregaron & District Motor Club.

1st Overall	Awards to Driver & Navigator
1 st in each class	Awards to Driver & Navigator
2 nd in each class	Awards to Driver & Navigator
3 rd in each class	Awards to Driver & Navigator

Highest placed Mixed Crew
Highest 1400cc

Crews are not Eligible for (2) awards

Entries

The entries open at 20.00hrs on Sunday 28th December and close at 20.00hrs 23rd January 2026. Entries can only be made via the online entry link on the TDMC website. Payment to be made by BACS. No entry is valid until the entry fee is paid. The Entry Fee for the event is £135.00 which includes two breakfasts. All payments must be made prior to the event starting, there will be no handling of monies between organisers and competitors within the start venue.

The maximum entry for the event is 90, plus 5 reserves per class. The maximum for each class is 40 and the minimum 10. The minimum for the event is 45. Should any of the minimum figures not be reached, the

organisers reserve the right to amalgamate classes or cancel the event, as necessary. Entries will be selected first come, first served with 15 to be held for organisers' discretion and 30 for WAMC registered competitors.

Any entry containing a false or incorrect statement shall be null and void and the entrant deemed to be in contravention of the General Competition Rules of Motorsport UK. The entry may be forfeited, in accordance with NCR Ch.3 App.5 Art.9 (3.5.9). The organisers may conduct random checks, in order to establish the accuracy of some or all the information given on the entry form. **To include MOT & TAX STATUS.** The organisers reserve the right to refuse any entry without a specified reason.

It is a condition of acceptance of entry that ALL competitors must provide at least one marshal for the event. Their details must be given on the entry form, their marshals must sign on at the start of the event and they must remain at their designated control for the duration of that control being open. Failure to do ANY of these will result in the disqualification of the competitor who supplied that marshalling crew and no entry fees will be returned. Please remember – **NO MARSHAL, NO START.**

The Entry Secretaries are: - Alison Jones & Catrin Parry

All entries to be sent via [Edwards Buildings Cambrian Rally 2026](#)

Entries cancelled before the closing date will be refunded, less £20 to cover administrative costs. Entries cancelled after that date will only be refunded, less an administration fee of £30, subject to there being a reserve crew to take their place. No refunds will be given until after the event date. All cancellations must be made in writing and NOT verbally.

Signing on will take place at Pantyfedwen Pavilion, Pontrhydfendigaid SY25 6BB. Remember to bring your Competition Licence, Club Card, Championship Registration Card (if registered for Championship), Maps (for Map check), insurance Certificate, and your Marshal.

Payment Method:
BACS details
SORT CODE 20-18-41
Account Number 40455989

Officials

Clerk of the Course – Dafydd Jones – 07585223249

Assistant Clerk of the Course – Gareth Parry – 07872903641

Secretary of the Meeting – Karen Morgan – 07817290206/Gareth Parry

Chief Marshal – Wyn Jones – 07814016187/Marc Jones

Entry Secretary – Alison Jones – 01974261645 /Catrin Parry-
07794619257

Chief scrutineer – Clive Greave

Scrutineers – John Thomas, Richard Williams

Environmental Scrutineer – Rob Duke

Timekeeper – TBC

Stewards – Dafydd Williams, Huw Evans, Richard Williams

Driving Standards Observer - a list of these will be displayed at signing on
and/or MC1

Results – Rally Roots

Safeguarding Officers – Kayleigh Baker/Sue Morgan

Other officials may be announced in the Final Instructions, on the official
notice board at signing-on or MC1

NCR modifications

All NCRs of the Motorsport UK apply as written, except for those below:-

Ch.13 App.1 Art.9 (13.1.9) Checks may be established without prior notice to observe standards of driving, condition of car, compliance with route instructions e.g. Quiet Zones or Give Ways.

Ch.13 App.1. Art.8 (13.1.8) Any notice displayed at the Start, or en route, bearing the signature of any of the Clerks of the Course, or the Secretary of the Meeting, shall have the same authority as these regulations. It is the competitors' responsibility to note any information displayed at the Start.

Ch.13 App.4 Art.2. 2.3.-2.4. (13.4.2) All competitors must stop at all junctions approached on roads controlled by Stop or Give Way signs. All such junctions will be contained within the route card, along with other junctions where the organisers require them to stop. A number of such junctions will be manned by Driving Standards Observers.

Ch.13 App.5 Art.9 10.8 (13.5.9) Maximum permitted lateness for all classes will be as follows: (i) From MC0 to MC2 – 10 minutes and 59 seconds (ii) From MC3 to MC4 – 30 minutes and 59 seconds (iii) From MC5 to MC6 – 30 minutes and 59 seconds.

Ch.13 App.5 Art.9 10.19 (13.5.9) Certain sections of the route will be timed to an accuracy of less than one minute.

Ch.13 App.9 Art.11.1.-11.2. (13.4.2) To be classified as a finisher, a competitor must report to, and provide proof of visiting, at least two thirds of the controls listed on the route/time/passage cards, ALL Main Controls and report to the Damage control at the Finish, within their maximum permitted lateness, in the car in which they entered the event, which must be travelling under its own power i.e. not being towed/pushed.

Penalties

Performance will be assessed using the "Fail" system.

Penalties will be assessed as per NCR Ch.13 App.7, but modified as follows:

- a) Not reporting at a Time or Passage control – 1 Fail
- b) Not providing proof of having visited any of the above controls – 1 Fail
- c) Failure to comply with route instructions – 1 Fail
- d) Passing through any control more than once – 1 Fail per offence
- e) Failure to obtain a signature for a code board at the next manned control – 1 Fail per offence
- f) Failure to note information on a code board, or noting information incorrectly – 1 Fail
- g) Wrong approach to, or departure from, any control – 1 Fail
- h) Not complying with a reasonable instruction by an official, providing warning is given that a penalty will be applied – first offence, 1 Fail; second offence – DISQUALIFICATION
- i) Controls situated at the end of a Standard Section – early arrival, 2 minutes per minute (where timed to the minute), or 2 seconds per second (where timed to the second); late arrival (where timed to the minute) – 1 minute per minute; where timed to the second – 1 second per second
- j) Controls situated at the end of a Neutral Section – early arrival, 1 Fail; late arrival, no penalty, but any lateness incurred will be cumulative towards maximum permitted lateness.
- k) Special Test penalties:
 - (i) Recording a time less than target time – target time
 - (ii) Recording a time greater than target time – actual time taken, up to the test maximum
 - (iii) Striking a cone or other obstacle placed by the organizers – 10 seconds per offence
 - (iv) Incorrect procedure at a chicane or other obstacle placed by the organisers – 30 seconds per offence
 - (v) Failure to “stop astride”, where instructed to do so – 60 seconds per offence
 - (vi) Incorrect route taken (i.e. not in accordance with the diagram provided) – test maximum

l) Reporting at any time control (other than Main Controls) outside maximum permitted lateness – 1 Fail per offence

m) Reporting at a Main Control outside maximum permitted lateness –
DISQUALIFICATION

n) All the following will carry a penalty of DISQUALIFICATION:-

i) Failure to stop at any junction where competitors are instructed to do so

ii) Entering an area designated as Out of Bounds

iii) Breach of Technical Regulations concerning the use of lights, or breaching the Construction and Use of Vehicles regulations

iv) Excessive noise, excessive speed or driving in a manner likely to bring the sport into disrepute

v) Damaged or ineffective silencer system

vii) Damage to car in excess of that defined in NCR Ch.14 App.5 Art.11.5

vii) Receiving assistance contrary to NCR Ch.13 App.3 Art.12.1(d) viii)

Unauthorised alteration of Time or Passage cards

ix) Not reporting at any Main control

x) Breach of regulations Ch.13 App.2 Art.2.26 (13.2.2.26), Ch.13 App.9 Art.4 (13.9.4), Ch.13 App.3 Art.12.1.c. (13.3.12), Ch.13 App.3 Art.12.1.i. (13.3.12), Ch.13 App.5 Art.11.3. (13.5.11)

xi) Entering results room without permission (at Finish)

Assessment of performance will be, firstly, by number of Fails, then by number of minutes and seconds lost. Ch.13 App 6. Art 6.- 6.6

Ties will be resolved by furthest cleanest, smaller engine size or any other method decided on by the organisers.

Provisional results will be displayed at the Finish, as soon as possible after maximum permitted lateness of the last car, in accordance with NCR Ch.3 App.6.

Any protests must be made in accordance with NCR Ch.2 App.9, in writing, and handed to one of the Clerks of the Course or Stewards. Competitors must not, under penalty of disqualification (as per n) xi) above), enter the results room unless invited by the Stewards, or one of the Clerks of the Course.

The organisers reserve the right to cancel sections of the event, should they deem it fairer to do so, force majeure notwithstanding.

Time controls where, in the organisers' opinion, inaccurate times may have been given, will be considered as passage controls or route checks.

Any competitor who, in the organiser's opinion, causes an obstruction of the route which necessitates the cancellation of a section, whether deliberate or unintentional, shall be liable for a penalty at the organiser's discretion. This penalty may be in the form of time or fails added to their overall total, or in aggravated instances, exclusion from the event. Should the normal running of a standard section be interrupted or blocked after the passage of one or more competitors for any reason whatsoever, and it proves impossible to allow other competitors to cover the section competitively, the organisers may give to each crew which has not been able to cover the section in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption. If it appears that the slowest time represents a complete anomaly, the next slowest time may be retained (and so on, until the 5th slowest time).

A copy of all results will be available to download online within fourteen days of the event.

Controls

There will be 9 types of control – Main Control, Time Control, Special Test Start, Special Test Finish, (SPC) special test passage control, Passage Control, Route Checks, map check and DSO Checks.

At each Main, Time and Special Test Start/Finish control, the marshal will enter the time shown on the control clock and sign the competitor's timecard in the appropriate place.

At Passage controls, the marshal will sign the passage card only.

At any Route Check, or in the event of any unmanned Passage Controls, a code board may be used, which will display numbers and/or letters, which must be recorded in the appropriate space and signed for at the next manned control, whether Time, Special Test Finish, Passage or special test passage (DSOs will NOT countersign code board details).

Any controls visited out of order will be deemed not to have been visited at all.

At DSO Checks, the location of which will not be known in advance by competitors, the control board will be at the site of the control. Competitors must stop and obtain a signature before proceeding.

Sections of the route will contain no not as map diagrams on map. They will be identified on the route card and accompanying handout and be preceded by a control board on the correct direction of approach.

All controls will open 30 minutes prior to the due time of car 0 and close as per the maximum lateness allowances shown in NCR Ch.13 App.4 Art.3-Art.8

A competitor who causes any form of harassment to any marshal/official, or who remains in a control area after an instruction to depart, will be reported to the Stewards and may be disqualified from the event. It is not the duty of any marshal to interpret regulations or any other written instructions. It is the competitor's responsibility to read and understand any regulation or notice. If in doubt, please ask at the start.

Any altered timecard will be accepted ONLY if alterations are initialed by the marshal at that control. It is the competitor's responsibility to ensure that the marshal initials the card; any competitor who alters a card, forges a signature, or defaces it, will be disqualified.

Timing

The event will use the scheduled timing method. Timing will be by digital clocks, set to GMT (Greenwich Mean Time). Competitors are advised to set their watches at the start of the event using the clock provided at signing on.

Standard Sections are sections where a penalty will be applied for late or early arrival. Timing at any time controls on such sections will be when the time card is presented to the marshal, NOT when the competitor passes the control board. Competitors may NOT reduce lateness at such controls, and

may wait for a later time, providing they do not block the road for other competitors or road users.

Special Test – there will be one Special Test, for which a detailed diagram will be provided. This will show all controls and route checks, plus any other instructions or features for the Test. Timing at the Test Start and Test Finish will be when the competitor presents his/her time card to the marshal.

In the event of a competitor completing the Test in less than the target time, the competitor will receive the target time.

Other penalties can be found in paragraph k) Penalties of these regulations.

Neutral Sections will be deemed QUIET sections and are used to take the event through densely populated areas or PR-sensitive areas. Competitors must proceed with the minimum of noise, in a high a gear as possible and within any designated speed limits for the area. They are timed at a low average speed and must be traversed without the use of auxiliary lights, except as permitted by law when driving in fog, should such conditions arise. There will be no penalty for reporting late at the end of such sections, but any lateness incurred will be cumulative towards that competitor's maximum permitted lateness.

Any lateness incurred elsewhere cannot be recovered on Neutral Sections.

Transport Sections will be deemed QUIET sections. Competitors must proceed with the minimum of noise, in a high a gear as possible and within any designated speed limits for the area. There will be no penalty for reporting late at the end of such sections, but any lateness incurred will be cumulative towards that competitor's maximum permitted lateness.

Competitors may be instructed to reduce lateness at certain points en route e.g. Main Controls. Competitors may, if they wish, miss one or more controls. They will be penalised in accordance with the Penalties paragraph of these regulations for every control missed. If they rejoin at a control at the end of a Standard Section, they will be permitted to restart, without further penalty, at any time between their original scheduled time and their maximum permitted lateness, this being in relation to their original scheduled time. If they rejoin at the end of a Neutral Section, they will only

be allowed to restart without further penalty at their official corrected time, taken at the last timed control they reported at within their maximum permitted lateness.

Where a control at the end of a section timed to the second also forms the start of a section timed to the minute, the time allowed for that section will be taken as the time recorded at the last control, ignoring the seconds.

Insurance

Unfortunately, the Motor Club has been unable to secure a blanket cover for the event and therefore all competitors will need to ensure that they have the correct insurance cover for rallying on the public highway in compliance with the road traffic act, and that the Insurance Policy Document is available for inspection at signing on if needed.

Damage

All competitors must complete a damage declaration form at the end of the event. Should any competitor retire from the event, the form must be signed, stating reason for retirement and location, or last control visited, and this must be forwarded to the Entry Secretary within 72 hours of the event.

Pace Notes

The use of pace notes and/or any map marking, other than those supplied by the organizers, is expressly forbidden. Navigation of the event must be carried out only using the maps inspected at signing-on by the organisers. Any other form of navigation will be classed as pace notes and will result in that competitor's disqualification. Checks will be carried out during the event.

Driving Standards Observers

Competitors who fail to stop when requested by a DSO will be disqualified. The presence of a "DSO" board will indicate the presence of such an official in that area.

Service

Service, and any other form of outside assistance, will NOT be permitted during the event. Competitors may, however, work unaided, and may borrow tools or equipment from fellow competitors. The penalty for infringing this regulation is DISQUALIFICATION.

Photographer

TBA

Data Protection

In relation to your entry to our event, we collect and hold certain data that you have provided on your entry and signing-on forms. Personal data includes any data that relates to an individual and can be linked to them, such as name, address, phone number(s) and email address.

Under the General Protection Regulation (GDPR) we are required to have your consent to Tregaron & District Motor Club holding such data, which will be used by us in connection with the event you have entered to enable us to administer the event and as required by Motorsport UK regulations. In submitting the entry form for this event, you are confirming that you consent to us holding and using your personal data in connection with the event and, also, that you have told the person whose details you have provided as a contact in the case of emergency that their information is held by us.