



APPENDIX A
BHCLRC
MANDATORY VEHICLE REGULATIONS
For Competitive Off-Road Events



Version 1. 2. 1

1) TECHNICAL REGULATIONS

All BHCLRC Competitive Events are held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and any Club Supplementary Regulations including the Club Mandatory Vehicle Regulations listed below;

2) VEHICLE CLASSES

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|---|----------------------------|
| Class 1 – Standard Land Rover SWB Leaf Sprung | Defined by section 3 below |
| Class 2 – Standard Land Rover SWB Coil/Air Sprung | Defined by section 3 below |
| Class 3 – Standard LWB Land Rover | Defined by section 3 below |
| Class 4 – Special Land Rover | |
| Class 5 - Non Land Rover Vehicles | |

To qualify as a standard vehicle, the whole vehicle must fit all the requirements that are as described in section 3 (Standard Vehicles) listed below. Any vehicle that does not fall into that category will be classed as a Special Land Rover and be put into class 4 or be a non Land Rover Vehicle and placed in class 5. All vehicles in Class 5 will be allowed to take part in competitions but will not be included in the results. Vehicle classes may be amalgamated at the discretion of the Clerk of the Course

3) STANDARD VEHICLES

A standard vehicle is essentially a vehicle that has been mass-produced for the UK domestic market by Land Rover and has not been modified to give any significant competitive advantage. Key points to check are:

3.1 Silhouette

The silhouette of the vehicle's bodywork below the window line must be strictly complied with. Wings may be cut away as long as there are no sharp edges. The use of Defender style front ends on Series vehicles is permitted.

The vehicle must be fitted with a Land Rover hard top, truck cab or a full tilt with all the hood sticks in place and only the rear flap may be rolled up. Door tops and windscreens must be in place, with all glass fitted and securely fastened.

3.2 Bumpers and Rear Cross Members

Bumpers and cross members must be fitted in their original position and not bent to gain any advantage. If the original bumper is not fitted, the replacements must have similar strength and dimensions as a standard factory vehicle.

3.3 Engines

The choice of engine and cylinder capacity is free providing that the engine is of Land Rover manufacture and was available as a standard fitment for that vehicle. Any normally aspirated 4-cylinder engine may be fitted to Series Land Rovers.



3.4 Suspension

The suspension type must be as factory produced. Radius arms must not be bent or drilled. The choice of shock absorbers is free and additional shock absorbers may be fitted.

3.5 Transmission

The choice of transmission and transmission type is free providing that the transmission is of Land Rover manufacture. Limited slip or torque-biased differentials may not be used. Locking differentials may be fitted provided that they are disabled to the satisfaction of the Event Scrutineer.

3.6 Steering

Power steering may not be fitted to Series vehicles. Strengthened steering rods may be used.

4) GENERIC SUPPLEMENTARY REGULATIONS

In addition to the regulations outlined in the Motor Sports Association Competitors Yearbook and the Club Supplementary Regulations, the following, Club Mandatory Vehicle Regulations apply to all classes of vehicle:

4.1 General

For all Road Taxed, Tyro and Family Vehicle trials, vehicles must be legally registered and taxed for UK road use (**MSA Regulation H36.13.1**)

For all Road Taxed, Tyro and Family Vehicle trials, vehicles must comply with the statutory UK Vehicle Construction and Use Regulations. (**MSA Regulation H 36.13.2**)

Vehicles may be of a commercial type. (**MSA Regulation E 19.6**)

A vehicle may be entered more than once in the same competition, in which case, all entrants shall share the responsibility of the entry jointly and the vehicle shall only compete once with the same driver.

4.2 Silhouette

For Road Taxed Vehicle Trials, the windscreen must be in place. Non-structural roof panels / tilts may be removed but adequate FIA MSA approved roll over protection must be maintained. Fully open vehicles are not permitted. Vehicles cannot have bodywork removed after Scrutineering has been completed.

For Cross Country Vehicle Trials, a roll over cage, which meets the requirements laid down by the FIA and the Motor Sports Association, must be fitted without exception.

Tyres must not protrude from the bodywork. Spats / Extensions must be used where wider tyres / axles have been fitted that extend outside of the standard wheel arches.

To be classified in the Land Rover Special class, the vehicle must bear a strong visual resemblance to a Land Rover.

There should be no holes in the bodywork or sharp edges.

Flexible aerials should be removed for the duration of the event.



Competition numbers should be displayed in the top right hand corner of the vehicle windscreen, when the vehicle is viewed from the front.

4.3 Recovery Points

Suitable recovery points must be fitted to the front and rear of the vehicle using high tensile bolts with appropriate reinforcing where required. Tie down rings and standard factory fitted recovery points are not acceptable as recovery points.

It is strongly recommended that the recovery points must be of a design that ropes cannot slip off, for example a PINTLE or NATO type hitch. A suitable towrope or recovery strop must be carried.

The recommendations are: Ropes should be a minimum of a 24mm diameter Polypropylene rope, but a 25mm nylon rope is preferred. Recovery strops should be rated for a minimum of 2 tonnes (Lifting) or 6 tonnes (Hauling). Strops rated for 4 tonnes (Lifting) or 12 tonnes (Hauling) are preferred. Towing/recovery chains or steel hawsers are not permitted.

Tow points do not need to be painted in a contrasting colour. **(MSA regulation H 36.13.3)**

All recovery ropes and associated equipment must be in good condition to the satisfaction of the Event Scrutineer and suitable for the purpose of vehicle recovery. Only equipment passed fit by the Event Scrutineer may be used.

4.4 Engines

An additional throttle return spring must be fitted on each throttle lever or spindle to ensure that the throttle will close if the linkage breaks (If there is not already a spring in place fitted by the vehicle manufacturer acting on the throttle spindle or quadrant). Vehicles with electronic throttles are exempted. A self-starting mechanism must be fitted and operational. The routing of the exhaust system may be modified but must not pass through the passenger compartment and must be silenced according to MOT regulations. Any coolant or fuel hoses that pass through the passenger compartment must be shielded. There must be a sealed bulkhead between the engine and passenger compartment to prevent the ingress of fumes or fluid.

4.5 Transmission

Limited slip or torque-biased differentials may not be used. Cross-axle locking differentials may be fitted provided that they are disabled to the satisfaction of the Event Scrutineer.

4.6 Tyres / Wheels

Tractor-type tyres and excessively aggressive open block tyres are not permitted. Snow Chains are not permitted. The minimum tyre pressure for Road Taxed Vehicle trials shall be 22 PSI and for Cross Country Vehicle trials 12 PSI.

Tyres must be legal for UK road use and hub spacers of 25mm or less may be fitted if desired. But note that multiple or laminate spacers are not permitted. Wheel rims should have no more than a 4" or 102mm offset.

A spare wheel and tyre need not be carried. **(MSA Regulation H 36.7.2)**



4.7 Brakes

A working handbrake capable of holding the vehicle on a 30degree slope, that is operable from the drivers seat must be fitted. The handbrake must work on the transmission unless factory fitted otherwise.

Fiddle brakes are not allowed unless they have been disabled to the satisfaction of the Event Scrutineer. Traction control is only allowed if it was factory fitted.

4.8 Steering

Steering components must not be welded, bent or cut. Strengthened steering rods may be used.

4.9 Fuel Tanks

Fuel tanks must be of metal construction unless otherwise factory fitted. A leak proof fuel cap must be fitted and an additional metal cover must cover the fuel tank

LPG is permitted providing that it is properly fitted and that the entire system conforms to the Vehicle Construction and Use Regulations and the LPG Industry Technical Association Code of Practice No 11. (**MSA Regulation E 12.13.4**)

4.10 Batteries

Batteries must be fitted with anti-spillage caps and must be securely fitted. Batteries must be isolated from the passenger / load areas by a separate cover which will contain any spillage.

4.11 Seats / Seat Belts

Seats may be changed from those fitted as standard but they must be firmly secured

A minimum of a lap belt must be worn by all vehicle occupants, irrespective of whether the vehicle was originally fitted with seat belts or not.

4.12 Doors

Doors must be securely fastened but must be left unlocked for the duration of the trial.

4.13 Signed-On Drivers

There is a 10mph speed limit on site at all times. Competitors only may choose to exceed this speed restriction but **ONLY** whilst driving on a section and at no other time. Emergency and Rescue vehicles, defined as Police, Fire and Ambulance services, are exempt this regulation during emergencies. Only those persons signed on as either competitors or officials and who possess a full driving licence may drive their vehicle on site. For tyro trials, drivers without a full driving licence may not drive the vehicle between sections.

4.14 Passengers

With the exception of Tyro trials, only one passenger may be carried. The passenger must be over the age of 14 in a closed vehicle, or aged 16 in any open or canvass topped vehicle (age 14 if fitted with a full roll cage) the passenger is not required to navigate every section. The passenger may be another competitor but the vehicle in which they are a passenger can only attempt a section once the passenger has already driven it himself or herself. In these cases the driver, who has a fellow competitor as a passenger is excluded from the results. Dogs may not travel in vehicles during competition and must be kept on a leash at all times. See section 4.15 below for rules regarding passengers at Tyro trials



4.15 TYRO Trials

The minimum age limits for Drivers and Passengers at a TYRO trial are as set out below: The minimum age for a driver in a tyro trial is 13 years of age. However please note that any driver without a full RTA licence will only be allowed to drive the section and not the liaison routes in between and must have an adult, with an RTA licence, as a passenger for the duration of each section.

Front seat passengers must be a minimum of 12 Years of age. Rear seat passengers a minimum of two years of age. All children under four years of age must travel in an appropriately designed and approved child seat or booster seat and use an appropriate seat restraining system. In all other cases a seat belt must be available to every passenger. Rear seats must be all be forward facing, unless otherwise fitted by the vehicle manufacturer at the time of its original production. Retro fitted side facing seats are not permitted for children.

At signing on proof of age will be required for all drivers and passengers under the age of 18 years. A parent must also co-sign as a guarantor for each child entrant and passenger under the age of 18 years.

4.16 Long Wheelbase Vehicles

Vehicles with a wheelbase of longer than 95 inches are allowed one shunt per section. This shunt does not need to be nominated but the driver must inform the marshal of his intention to stop before actually stopping. When reversing, at least one wheel must be kept in the driven line at all times and any marker canes touched during the manoeuvre will score. A shunt cannot be used in the event of failed forward momentum, e.g. a failed hill climb or cross axle situation.

4.17 Fire Extinguisher

With the exception of a Tyro trial, all vehicles must carry a fire extinguisher which holds a minimum of 1.75 litre AFFF foam that is operable from the drivers seat. For Tyro trials, the fitment of a fire extinguisher is recommended.

4.18 Amendments

The committee reserve the right to amend these supplementary regulations as and when it is deemed necessary. The decision of the Clerk of the Course is final except for 4.19 below.

4.19 Disputes

In the event of any dispute arising which cannot be resolved by the Clerk of the Course, the event Steward, will, on a properly registered protest, listen to the evidence presented, inspect the relevant documentation as required and make a ruling under the provisions contained within section C2 of the current MSA yearbook and section 1 of the MSA official yearbook.

4.20 Interpretation of the Regulations

In interpreting any of the Club Vehicle Regulations the Club Committee are empowered to determine and define the actual meaning of any Regulation contained herein in the spirit of what it was intended to mean by the authors at the time of writing, where the meaning can be interpreted in more than one fashion, or has been taken out of context.