



AROC RULE BOOK v 5.1

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The names of Land Rover and Rover are used solely to identify a make of vehicle and do not indicate any affiliation or relationship with any manufacturer or distributor.

This publication of rules and guidance has been approved by the Anglian Rover Owners' Club committee to cover events run by the club. We must also comply with the rules in the MSA J Competitor's Yearbook (blue book) extracts of which are included in the Technical Regulations section of this publication.

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Introduction

This book is essential reading for anybody competing in Anglian Rover Owners Club (AROC) events.

It lays out the rules that must be followed to ensure that we can all enjoy a safe and pleasant environment for our sport.

Although our name implies that we are a one make club, this is only a matter of history dating back to the days when we were a part of the Association of Rover Clubs (ARC) now called the Association of Land Rover Clubs (ALRC) which excluded non Rover products. Today we welcome all makes of off road vehicle.

All vehicles taking part in our events must comply with the regulations of: The Motor Sports Association Limited (MSA J), as published in their "blue book", and the rules laid down in this publication plus any supplementary regulations (ASRs) particular to the event.

For information, the reason we have to comply with MSA J rules is because they insure our events with regard to land owners and event officials liability, and provide third party public liability insurance by way of an event permit. For this reason only fully paid up members and officials are allowed to drive in an event area.

The insurance cover provided for us by the (MSA J) and paid for by part of the competition entry fee, only covers public liability and damage to the site by entrants and "signed on" officials.

This book not only lays down the essential rules that help us to maintain our excellent safety record but also provides details of the classes we run, bringing together vehicles of equal capability wherever possible.

Unfortunately it is not so easy to match drivers in the same way!

Please study the book and note its contents. If you have any suggestions or comments regarding the subject matter raise them with a committee member and we will consider them for the next issue.

Event Information

There are several types of event run by the AROC, all of which are open to fully elected members and invited clubs provided that person can meet specific licencing requirements where required. From time to time the AROC also run Promotional (Promo) events under a special MSA J permit. Promo events are open to non members at the discretion of the MSA J.

The events that are held by the AROC include:

- PROMO and TYRO
- Family Vehicle Trials (FVT)
- Road Taxed Vehicle Trials (RTV)
- Cross Country Vehicle Trials (CCVT)
- Winch Challenge
- Other events for training and promotion purposes

Passengers can take out a “Day Membership” of the AROC Ltd but drivers must be fully elected and paid up members of their club

All competitors and passengers must show a valid current membership card at the time of signing on and, if required, a scrutineering logbook.

Driver Licensing and Ages;

As per the MSA Blue Book 2015

24.3. Drivers at Hill Rallies, Competitive Safaris, Team Recovery, Point to Point, Challenge Events and all events crossing a public highway must hold a current valid RTA licence appropriate to the vehicle.

24.3.1. Drivers at Trials, Winch Recovery, Gymkhanas, Treasure Hunts and Orienteering must also hold a current valid RTA licence appropriate to the vehicle, but the SRs can Permit entries from Drivers who are 16 or over but who do not have a current valid RTA licence for the vehicle, provided their Passenger holds such a licence and is experienced in Cross Country Trials. Furthermore the SRs may permit drivers aged 15 or over where the competitor has finished four TYRO Trials and the vehicle is road legal. The SRs may permit drivers aged 15 or over in a special vehicle (44.1.3) where the driver has finished a further four Cross Country Trials in a road legal vehicle. Proof of finishing may be recorded on the Upgrade Card included elsewhere in this book or other suitable means.

24.3.2. Drivers at Timed Trials must hold a current valid RTA Licence appropriate to the vehicle, exceptionally the SRs may permit drivers aged 16 or over who do not hold a current valid RTA licence appropriate to the vehicle where the competitor has finished four Cross Country Trials.

Trials Format;

A trial consists of a number of sections, typically laid out the previous day by the C of C and other marshals, where the driver is required to follow a course over awkward terrain defined by pairs of marker canes (gates).

The gates are marked for direction of travel and are numbered normally from 10, 9, 8 etc. down to 1, the finish, though some C of C may introduce variations for example include un-numbered start gates or the section may have 12 gates. The recommended gate width is 3 metres.

The section and starting order is controlled by the C of C and observed by Marshals. If the vehicle (including occupants and carried debris) touches a gate, ceases forward motion or crosses their tracks, the entrant will score penalty points related to either the gate that is hit or the gate they are approaching.

An entrant completing a section without touching a gate, ceasing forward motion or crossing their tracks is said to have cleared the section and scores zero penalty points. The entrant with the least number of penalty points at the end of the day is the winner.

The driven line should always be followed with no looping or crossing of tracks will not be allowed on any part of the section unless the C of C has declared it permissible.

LWB vehicles are allowed one shunt per section, to enable the vehicle to negotiate a turn. The driver's intention to take a shunt must be called clearly by the driver before the vehicle ceases forward motion. The driver may then reverse, but must keep at least one wheel inside the vehicle's previously driven line, then proceed forward for the remainder of the section.

Leaf-sprung Land Rover Series 1 2, 2a and 3 vehicles (and derivatives e.g. Santana) with a wheelbase of 109 inches or more and Defender 130s are allowed two shunts per section.

Event Etiquette

All events are intended to be family friendly. This means that there will be people present other than competitors and course officials who may not understand fully what is going on. These may include young children and also members of the public on public footpaths. There may be animals and livestock in the area so everyone involved should be aware and drive in a considerate manner at all times. A speed limit of 5mph applies throughout the entire site including car park and entrance ways. For the safety of others reversing should be only take place when absolutely necessary and with special care. If in any doubt ask for help. Whether as an entrant or spectator all activities and driving on site is at your own risk.

In the interest of safety only competition and official vehicles are allowed beyond the car park area, other than at the discretion of the Clerk of the

Course (C of C); for example to allow a disabled spectator access, spectator vehicles should not be taken beyond the car park area.

Free range driving is not allowed.

Never drive a section without the consent of the C of C, even if all the competitors have finished the section the C of C may be intending to reverse the section to use it later in the day.

Aggressive tyres do give advantages in adverse ground conditions but can also damage the surface when used "in anger". The resultant surface damage to the ground may change the condition of the course for the rest of the competitors and may cause the Land Owner to object therefore all drivers, but especially those with aggressive tyres, are asked not to cut up the surface unnecessarily. It is possible that tyre restrictions may be imposed by the Land Owner or the MSA J.

The AROC only hire the sites on lay out and event days. Club members have no right of access to any of the sites at any other times.

Entry Fees

Entry fees may vary from time to time and event type, see the AROC website or Supplementary Regulations (SRs) published in the club magazine
Pre booking is not available for general events but may be available or required for special events, see SRs.

Cancelled Events

In an event has to be cancelled for any reason details will be posted where possible on the club's website, only prebooked entrants will be notified individually.

Prize Giving

Winners will be announced after all club equipment used for the event has been recovered.

Event Types

Promo Events

The MSA J allows a limited number of promotional events to be run each year. These are run to encourage newcomers to our sport and allow non members to enter to sample a non competitive trial in the RTV style over non damaging terrain. Scores are for comparison only and the C of C may designate drivers as Novice or Expert and help with guidance and safety.

Classes

Novice

Expert

Tyro Events

These events are similar to RTV and have a competitive element but are laid out over non damaging terrain. Drivers must be club members but may be as young as 14 (subject to guardian's approval and supervision).

Broadly RTV classes will apply

Family Vehicle Trial (FVT)

This trial is designed for those people who wish to have a go at driving off road in their road legal 4X4 with minimal chance of incurring any damage. The organisers are aware that these vehicles may be fitted with front spoilers, side steps and/or tow bars.

Broadly RTV classes will apply

Road Taxed Vehicle Trial (RTV)

This trial is designed for those people who wish to compete in their road legal vehicle. The trial will be harder than an FVT but not as hard as a CCVT. Body and/or mechanical damage to the vehicle may occur because of the terrain used. The organisers will always do their best to keep damage to a minimum but cannot predict the driver's or vehicle's actions. Some minor modifications to a standard vehicle may be required to comply with scrutineering i.e. fitment of recovery points etc.

Classes

SWB	Wheelbase under 99 inches.
LWB	Wheelbase 99 inches and over.

Cross Country Vehicle Trial (CCVT)

Similar in structure to the RTV but the terrain and/or approach is more demanding. Body and/or mechanical damage could occur.

Classes

Class 1	COIL SPRUNG	Wheelbase under 86 inch.
Class 2	COIL SPRUNG	Wheelbase 86 inches and over.
Class 3	LEAF SPRUNG	any wheelbase

Event Timing

Unless otherwise stated,

Scrutineering will be from 08:30 – 09:30 on the day of the event

Signing on will be from 08:30 – 09:30 on the day of the event

Anyone not signed on by 09:45 may be excluded from the entering.

Other Events.

The rules and regulations for these (challenge etc) will be advertised well before the event date.

Officials' Duties:

Clerk of the Course (CoC)

Is responsible for the overall running of the event
Lays out the course (normally the day before the event)
Completes score cards
Adjudicates any disputes – their word is final
Instruct Entrants and other officials
Supervises or delegates responsibility for recoveries

Secretary

Administers the official paperwork
Collects entry fees
Collates scores and publishes results
Completes administrative formalities at the event

Scutineer

Scrutinizes vehicles for compliance with technical regulations
Assigns vehicles to classes
Discretionarily maintains a vehicle fault log, held by the event secretary

Steward

Ensures that the event is run within the rules and regulations of the MSA J and AROC

Marshal

Assist CoC
Observes and reports penalty infringements on the course
Completes score cards
Assists with course layout and signing

These roles can be combined delegated or interchanged at the discretion of the original CoC

Guidance and training for C of C and all other duties are available from committee members, please enquire for more information.

AROC Officials Rota

At the committee's discretion the AROC may run an Officials Rota. Every time a member competes at an AROC event he/she will be awarded one point

on the rota. When the number of points awarded to any member reaches ten they may not be able to compete until they have acted as an official.

Officiating can take one of several forms. At an event any member can be assigned as the Clerk of the Course, Steward or Marshal.:

Double figures on the rota mean that you may not enter any AROC event until you have taken your turn to be an official. When you have done your days official duties your points on the rota will go back to zero.

Any new member will automatically be awarded seven points.

There are several reasons for this rota.

To make sure that there are sufficient officials at each event.

So that people that are new to off-roading are able to gain hands on experience

To ensure that everyone has to put something back into the club.

You don't need to wait until you have 10 points before doing an official's job. In fact quite a number of people have far fewer than 10 points before officiating. Also if you lay out or help to lay out the course for an event you will get plenty of practice at driving off-road at the same time.

The Officials Rota will be published in Roveround from time to time. Please volunteer your services rather than waiting to be asked.

Health & safety

Health & safety is our number one priority at ALL events. It is the responsibility of everybody who attends events whether an official, driver or spectator to take reasonable care for their own safety and that of others effected by their action or omissions. We all have a duty of care for the health and safety of ourselves and others and must cooperate with the club and event officials to enable them to fulfil their obligations.

Generic and Site Specific Risk Assessments and information packs are available from the secretary's box.

Children and minors:

Parents, guardians & those, for example, taking a friends children along to an event MUST be responsible for their safety and behaviour. All children & minors must wear a hi-vis vest as a minimum and be safely positioned and under control at all times. A child or minor is anyone under the age of 18 years.

Animals:

Dogs MUST be kept on a short lead and under control at all times. Any fouling must be cleared up and disposed of sensitively.

Riding in the back of open vehicles:

Riding in the back of open vehicles is dangerous. Passengers MUST be in a proper seat, wearing a seat belt (if fitted) NOT standing.

Eating & smoking:

Eating while off roading is extremely dangerous with a potential choking hazard and NOT advised under any circumstances. Eating smoking or chewing gum when driving in an event is strictly forbidden.

Drugs and Alcohol:

Absolutely no unprescribed drugs or alcohol is permitted to be consumed during any active event. Any person attending any event in any capacity who is suspected to being under the influence of any substance or inebriated will be asked to leave.

Re-fuelling:

Plan to have enough fuel in your vehicle before arriving to complete the event. If you do need to re-fuel only do so in a non smoking area designated by the C of C.

Rescuing People from an overturned vehicle:

In the event of a vehicle turning over it is important that the correct procedure is followed.

Generally the following will apply in this order however circumstances will vary and therefore a dynamic risk assessment approach should be employed:

If available the CoC should take charge or delegate responsibility

Secure the scene and ensure the safety of yourself and others

If there is any doubt then seek specialist medical help IMMEDIATELY

NEVER put a vehicle back on its wheels with the occupants still in it.

Ensure the vehicle is stable and cannot move without warning, either by slipping or rolling

It may be prudent to isolate the starter battery (or maybe batteries) before recovering the vehicle or its passengers

Establish the medical condition of the occupants. (are they conscious, traumatised or could they have sustained spinal or neck injuries?). If you suspect spinal or back injury and there is no other imminent danger DO NOT move them. Keep talking to the injured person, encouraging them and update them on what is happening but use direct line of site contact ONLY so they DO NOT move their neck or body (Don't talk to them from the side as they will try to look at you)

If there is imminent danger for example a leak of fuel it MAY be necessary to get the injured occupants out regardless. If this is necessary take extreme care and do not put yourself in danger. Support the victim as much as possible.

First aid may be required in addition to the above

IF the occupants are OK help them to safety and keep them observed as they may not be thinking normally

When out of the vehicle place the injured person well away from danger to avoid moving them again. Keep them warm & comfortable but avoid excessive movement

Make a coordinated and planned vehicle recovery using appropriate equipment and resources

Clear up any spillages or contamination

NEVER put yourself at risk of injury.

Spectator Safety

DO NOT:

Stand or sit on or close to the course

Stand below the level of the course or driven line

Stand on the competitive side of any tape or signage

Stand in front of arrows or markers

Move any markers or canes

Ignore marshals instructions

ALWAYS:

Expect the unexpected and be prepared for sudden action

Watch and Listen for approaching vehicles

Leave yourself room to move out of the way quickly

Try to stand behind something solid

Do as marshals ask

Take your rubbish home (and if you see rubbish dropped by others please feel free to take that too helping us to retain land for future use)

REMEMBER:

Protect yourself and others around you

The unexpected will happen

Motor sport is about having fun not injuries - think safety

Find somewhere safe to enjoy watching the Off Road action!

Technical Regulations

Vehicles taking part in AROC events held wholly on private ground need not be DVLA registered, MOT'd, taxed or be fitted with a speedometer. However, RTV and FVT vehicles need these in order to qualify for a trophy.

The following regulations apply to all vehicles taking part in cross-country vehicle events, except those marked ** which apply to CCV vehicles only.

The following regulations are a resume taken from the current MSA J Yearbook (often called - The Blue Book), where full regulations can be found or at www.MASUK.org.

ALL VEHICLES MUST comply with the following:
(For reference MSA J rule book numbers have been used where applicable).

1 Chassis

- a) MSA J 5.2.2. Have a protective bulkhead of non-flammable material between the engine and the driver/passenger compartment capable of preventing the passage of fluid or flame. Gaps must be sealed with GRP or with putty that completely closes any gap at all times. Magnesium is prohibited for bulkheads
- b) MSA J 5.2.3. Have a complete floor of adequate strength rigidly supported within the driver/passenger compartment.
- c) Have a minimum permitted wheelbase of 127cm (50ins). 56.1

2 Body

- a) MSA J 5.2.1. Be fitted with bodywork including a driver (and passenger) compartment isolated from the engine, wet batteries, gearbox, hydraulic reservoirs, transmission shafts, chains, belts and gears, brakes, road wheels, their operating linkages and attachments, petrol/fuel tanks, oil tanks, water header tanks and catch tanks fuel system components.
- b) Be fitted with doors or bodywork giving side protection to the driver and passenger.
- b) With the exception of rear engined cross country vehicles, have a bonnet or casing of metal or solid non-flammable material covering and surrounding the main engine structure which is secured by fasteners of adequate strength and have a positive locking action. Rear engined vehicles must be adequately protected from a rear end collision.
- c) All engine moving parts on all vehicles must be covered.

- d) Be fitted with bodywork of sufficient internal size to sections 2e and 3a below.
- e) MSA J 5.2.5. Have bodywork providing a minimum transverse cockpit opening width of 81cm. This width may not be interrupted.
- f) MSA J 5.2.6. Be equipped on all wheels with mudguards which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must:
 - a) be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents.
 - b) extend forward ahead of the axle line.
 - c) extend downward behind the wheel to no more than 7.5cm. above the axle line.
- g) For RTV, FVT & Promo events the windscreen & hard or soft top must be in place & secure. If an open top CCV type vehicle is being used in these events that vehicle must pass CCV scrutineering IE have an approved roll cage fitted.
- h) Tail gates may be removed.
- i) MSA J 5.20.2. Have positive fastenings for all doors and all hinged or detachable parts of the bodywork.

3 Seating

- a) MSA J 5.3.1. Have a normal adequate seat for the driver.
- b) MSA J 5.3.2. The seat must be rigidly located within the compartment and must not tilt, hinge or fold unless it is a production seat fitted with a serviceable locking mechanism preventing independent operation.
- c) MSA J 5.3.3. It must support and retain the driver within the vehicle.
- d) MSA J 5.3.4. The seat cushion (i.e. the part on which the occupant sits) when uncompressed, must not be less than 15.25cm below the top edge of the adjacent body side or door.
- e) MSA J 5.3.5. Any other seats fitted must similarly comply and all seats must face forward.
- b) The rear most part of any seat must not be more than 38.1cm(15ins) behind the rear wheel axis.
- c) MSA J 5.3.7. If a single seater, the maximum time for a driver

to get in or out of the vehicle should not exceed 5 seconds.

d) Head restraints are advised to be fitted to stop drivers and passengers heads going back on impact.

4 Seat Belts

a) Seat belts must be fitted unless the vehicle is a classic & exempt by law.

b) All safety belts must be of approved design and materials and anchored securely in the vehicle.

c) If fitted they must work properly and be used accordingly.

FVT/TYRO/RTV – (other than a above) Seat belts to be worn. Lap and diagonal.

CCVT - Minimum lap belt - If shoulder straps are available it is strongly advised to wear them.

If the vehicle is a classic and therefore exempt from having a seat belt by law it is strongly recommended that only FVT or Tyro type events are entered.

5 Engines

a) MSA J 5.4.2. Be equipped with a positive method of throttle closing by means of external spring/springs so that in the event of failure of any part of the throttle linkage the throttle(s) are sprung closed.

MSA J 5.4.3. Vehicles fitted with electronic throttle control as standard original manufacturer's equipment for that vehicle are exempt from this requirement.

6 Suspension

a) MSA J 5.5.1. Be fitted with sprung suspension between the wheels and the chassis.

b) MSA J 5.5.2. Suspension must be controlled to avoid fouling of wheels on chassis or bodywork.

c) Where the top mounting of a shock absorber is mounted direct to a main member of a roll cage. A brace must be fitted between the roll cage and chassis or member acting as the chassis

c) It is prohibited for shock absorbers to be connected directly to the roll cage by drilling or welded stud

d) All mountings must be bracketed using material at least as thick as the roll cage material. See recommended mountings in the MSA Blue Book section K

7 Brakes

a) MSA J 5.6.1 Be fitted with brakes that are operative and capable of stopping the vehicle as required.

b) An independent parking brake system (i.e. handbrake)

b) If a hydraulic handbrake is fitted it must be a completely independent system. (CCV vehicles ONLY)

c) Fiddle brakes are prohibited. (All classes)

8 Steering

a) Have a full circumference full diameter steering wheel unless originally manufactured otherwise

b) MSA J 5.7.4. Have steering movement controlled to avoid fouling of wheels on chassis or bodywork.

9 Wheels & tyres

a) Tyres must be compatible with the wheels in use.56.7

b) MSA J 5.8.1. Have not less than four road wheels and tyres (excluding the spare).

c) MSA J 5.9.2. Tyres, if treaded, must have not less than 1.6mm of tread remaining at the start of an event.

d) The vehicle must be fitted with wheels and tyres that are compatible and also acceptable to the organiser.

e) The use of dumper-type, open centred or very aggressive tread pattern tyres are prohibited (eg Maxicross and similar).

f) The use of tyre chains and studded tyres by entrants is prohibited.

The use of aggressive tyres is NOT recommended and may become outlawed in the near future.

10 Cooling

- a) MSA J 5.10.1 Have any fluid carrying lines or tubes carrying coolants through the driver/passenger compartment painted red, and if non-metallic to be internally or externally metal braided hydraulic pressure hose..
- b) Any fluid lines and/or tubes running through the driver and passenger compartment must be adequately insulated to avoid injury if they become hot in operation.

11 Transmission

- a) MSA J 5.11.1 Have the transmission outside the driver/passenger compartment, beneath the floor or secured in casings or coverings of solid material.
- b) MSA J 5.11.2Be equipped with a reverse gear in normal working order
- c) The use of limited slip, torque biasing or locking differentials are not permitted unless original equipment.

12 Oil Systems

- a) MSA J 5.12.1. Have any oil lines passing through the driver/passenger compartment protected and, if nonmetallic, to be of internally or externally metal braided hydraulic pressure hose.
- b) Any fluid lines and/or tubes running through the driver and passenger compartment must be adequately insulated to avoid injury if they become hot in operation

13 Fuels & Fuel Systems

- a) MSA J 5.13.1. Have any fuel lines passing through the driver/passenger compartment protected and, if nonmetallic, to be internally or externally metal braided hydraulic pressure hose or fuel lines complying with FIA specifications.
- b) MSA J 5.13.3. If fitted with fuel fillers in a closed boot, or under closure, have collector/spill trays incorporated to drain outside the vehicle.
- c) Use normally available pump fuel. The use of fuel additives, octane boosters or Avgas (aviation fuel) is prohibited.

- d) MSA J 5.13.5. If using LPG, the entire system must conform with Construction and Use regulations and LPG Industry Technical Association Code of Practice No. 11.
- e) Have tank fillers and caps which do not protrude beyond the bodywork, nor are situated inside the driver/passenger compartment. The caps must have an efficient locking action to reduce the risk of accidental opening during an accident and ensure closing after refuelling. Air vents must be at least 25cm (10ins) to the rear of the cockpit.
- f) All liquid fuel tanks to be covered and sealed to prevent fuel spillage from any angle entering the passenger compartment.

14 Electrical Systems

- a) MSA J 5.14.1. Have any wet batteries in driver/passenger compartment enclosed in a securely located leak-proof container.
- b) MSA J 5.14.2. Have batteries duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.
- c) Be equipped with an operational self starter.
- d) MSA J 5.14.5 Have the battery earth lead, if not readily distinguishable, identified by a yellow marker.
- e) MSA J 5.14.7. Be fitted with suppressors as required by the Wireless Telegraphy Regulations.
- f) Be equipped with a working horn.
- g) ** Be equipped with a circuit breaker. This must isolate the battery from all electrical circuits and must cut the engine at the same time. The switch location is optional, but its operation must be possible from both inside and outside the vehicle. The circuit breaker controls must be identified by a red spark on a white edge blue triangle
- h) Vehicles fitted with automatic transmissions shall have an operational inhibitor switch enabling the engine to be started in park and neutral only.

15 Safety and Vehicle and Recovery Equipment

- a) Be equipped with adequate towing points front and rear. (Vehicles entered in Promo and FVT events are exempt)
- b) Tow points must be suitably rated in relation to the size & weight of the vehicle. Lashing points are not considered as towing points.

- c) Towing points must be attached using high tensile bolts. Minimum metric tensile rating should be 8.8 but a higher rating is preferred.
- d) Where a tow ball is used it must be fitted so as to retain the rope, ie it should be either mounted with the ball facing away from the direction of pull, or where it is mounted close to the chassis member. A trap should be formed to prevent the rope coming accidentally detached. The towing points must not present any sharp edges that could cause damage to the rope.
- e) Be equipped with a suitable rope of a minimum 24mm (1ins) diameter. This rope must have a loop at each end and be free from defects. Hemp ropes are not advisable. Lifting strops may also be used but must be rated at 2 Tonnes straight pull MINIMUM.
- f) The use of Kinetic ropes for recovery is strictly forbidden.
- g) Shackles must be of good quality and have a rating stamped on them of at least 3000Kg SWL. NOTE – A number of branded “Fake” shackles that show a rating but made of sub standard material have been seen on the market. If in doubt DO NOT use.
- h) Winch ropes must have a suitable rating relevant to the line pull of the winch.
- i) MSA J 5.20.13. It is strongly recommended for all competitors participating in single venue competitions to have available at their paddock base, and for multi venue competitions to carry within their vehicle a self contained spill kit capable of effectively absorbing minor spillages of up to 1.25 litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used spill kits are to be disposed of in accordance with local or National guidelines. Note at all AROC events the CoC will have available a suitable spill kit.

NB: Marshals may use any equipment approved by the CoC.

16 Exhaust Systems

- a) MSA J 5.16.1. Have the exhaust system isolated from the driver/passenger compartment (e.g. beneath the floor or secured in casings of solid material).
- b) Have the outlet of the exhaust system behind the mid point of the wheelbase of the vehicle. Trials vehicles may have a front mounted exhaust system, hot surfaces must be covered or shielded with suitable material.
- c) Have no part of the exhaust system protruding laterally beyond a plane through the outer track of the front and rear wheels, or to the rear of the bodywork more than 15cm (5.9ins).

d) If an all enveloping body is fitted, have supplementary protection for exhaust system that protrudes outside the bodywork.

17 Silencing

a) MSA J 5.17.2. All competing vehicles are subject to mandatory silencing to conform to a maximum permitted noise level of 76 dBA measured at 8 (eight) metres. Refer to MSA J Chart 5.18 for full details.

b) Continuous noise testing may take place during events and entrants will be advised of excessive noise.

c) If the silencing system on your vehicle fails during the event you may be excluded to avoid upsetting people.

WARNING: Temporary silencers, bypass pipes and the inclusion of temporary parts to achieve silencing requirements are prohibited. Officials may refuse to carry out noise checks on vehicles utilising temporary parts in exhaust systems. Organisers are empowered to exclude in such situations.

18 Windscreen

a) MSA J 5.20.8. Except for racing cars, be fitted with a windscreen. If plastic windscreen, side screens or rear windows are fitted the thickness must not be less than 4mm.

b) MSA J 5.20.9. Cars supplied as standard with plastic side screens may retain them in their original thickness.

c) Must allow a clear view ie. Not scratched excessively.

b) The use of wire mesh behind and in front of the driver/passenger compartment as protection against a tow rope failure is advised. 1 (one) inch mesh is recommended.

19 Roll Over Bars

a) The use of roll bars and roll cages is advised for all events. Roll bar and hardtop/truck cab or roll cages are mandatory for CCVT trials.

b) If a roll over bar is required, it must conform to MSA specifications as detailed In MSA Blue Book section K, Competitor Safety, Safety Roll-over Structures.

c) They may also be a requirement in any competition if stated in the event SR's.

20 Fire Extinguishers.

- a) A fire extinguisher or extinguishing system is advisable on all vehicles, but **MUST** be carried for CCV Trials and some specific events (see ASR's)
- b) MSA Permitted extinguishing chemicals including AFFF & zero 2000 are allowed. The minimum requirement is 1.75 Litres capacity.
- c) Plumbed in systems If electrically triggered it should have its own electrical source completely independent of the vehicles electrical system.
- d) All extinguisher bottles and equipment should be securely fixed in the vehicle
- e) Hand operated extinguishers must not be carried loose and must be operable from the drivers seat.
- f) The fire extinguisher bottles should not exceed two in number.
- g) It is recommended that all bottles be securely mounted within the main structure of the vehicle.
- h) The bottles of plumbed in systems must be capable of operation in any position and should discharge simultaneously.

21 Prize Giving

- a) Winners will be announced after all club equipment used for the event has been recovered.

22 RTV Road Fund Licences

- a) All RTV entrants must display a current Road Fund Licence to be eligible for awards including annual trophies. Entrants without a current Licence may take part but will not be eligible for any awards.

23 Scrutineering & Logbook

- a) All vehicles should be presented by their drivers for scrutineering in a clean condition.
- b) All vehicles **MUST** pass scrutineering before they can start an event.
- c) The event secretary holds a logbook that the scrutineer may fill out & is to ensure compliance with the clubs regulations and the requirements of the

MSA insurance. Its use is to ensure that entrants who have minor faults with their vehicles rectify them before they enter the next event.

e) Certain faults that have not been rectified for the next event will result in exclusion from that event.

END