



fifty muddy years

and more

AROC Handbook

Website: AROCoffroad.co.uk

Follow us on Facebook: **Anglian Rover Owners' Club**

Additional info: motorsportuk.org

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 Motor Sport UK Competitor's Yearbook (blue book) available on line at: motorsportuk.org look in **Resource centre** and in paper format.

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1) 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.

AROC is a club limited by guarantee, is non-profit making and nobody gets paid so relies on its members for support in running events.

All vehicles taking part in our events must comply with the regulations of: Motorsport UK (MSUK) as published in their "blue book", and the rules laid down in this publication plus any supplementary regulations (ASRs) issued by the club particular to the event.

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

The insurance cover provided for us by MSUK 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.

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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.

Mission Statement:

To organise and promote grass roots off road events for the enjoyment of likeminded people by providing a safe and friendly environment to enjoy our sport.

2) Event Types

Promo Events:

MSUK allows a limited number of promotional events to be run each year. These are organised 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 are therefore Novice or Expert regardless of the vehicle entered.

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

SSWB	Suzuki short wheelbase
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.

Timed Events (Timed trials and Competitive Safaris')

The driver has to make a number of timed attempts at an arduous off road course set out on private land.

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Timed trials may be a few hundred meters while a competitive safari **may** be **up to** several kilometres depending on the land available.

The course will be clearly marked out such that navigation is not required.

The course typically is timed from a standing start and ends with a flying finish. The lowest aggregate time based on the number of designated runs determines the winner.

Other Events (Winch challenge etc)

Event specific rules, classes etc apply see separate regulations.

Event Timings:

Unless otherwise stated,

08:30 – 09:15 Scrutineering on the day of the event.

08:30 – 09:15 Signing-on (day of the event if available) normally pre-booked online.

Anyone not signed on by 09:15 may be excluded from entering.

09:30 target start time.

3) Event Information

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

The events that are held by the AROC include:

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

Membership Cards:

All competitors and passengers must show a valid current membership card at the time of signing on and, if required, a scrutineering logbook. Passengers can take out a "Day Membership" of the AROC Ltd but drivers must be fully elected and paid up members of their club.

MSUK Competition Licence Requirements:

ALL competitors and any passenger MUST hold a valid "Competition Licence". At the time of publishing these are available "Free of Charge" from MSUK via their web site. This licence MUST be shown at signing on otherwise you will not be allowed to drive on the day.

Abuse of Others:

Everybody running an event is there as a volunteer but regardless the club will not tolerate abusive behaviour or foul language. Anybody found flouting this rule may be asked to leave the event and in extreme cases have their membership revoked.

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 [or modify](#) 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 MSUK.

The AROC only hire the sites on lay out and event days. Club members have no right of access to any of the sites we use at any other times. Failure to comply with this may lead to loss of valuable sites and exclude you from the club.

Special Measures:

During 2020 special measures have been introduced caused by the global Covid 19 pandemic. This has changed the way we are permitted to run events at least temporarily. Please therefore be aware that that rules, regulations and procedures do change from time to time. The clubs committee will try to keep everybody updated via the club magazine, Email, the clubs web site or via Social Media.

Entry Fees

Entry fees may vary from time to time and event type. [See the AROC website or Supplementary Regulations \(SRs\) via Email](#)
Pre booking is required for most events.

Cancelled Events

In an event has to be cancelled for any reason the membership will be informed by email, or via social media or the clubs website.

Prize Giving:

Winners will be announced after all club equipment used for the event has been recovered and stored ready to leave site.

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 numbered in the direction of travel (white on the right and red on the left) and are numbered normally from 12 down to 1 where the section ends. Some C of C may introduce variations for example, may include un-numbered start gates or the section may have only 10 gates.

The recommended minimum gate width is 3 metres.

Crossed canes may also be employed to indicate a hazard or limit the turning radius of vehicles. Where turns are tight the use of a “park brake” to gain advantage is strictly forbidden.

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 **own** 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. These 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.

LWB 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.

4) 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 of the meeting

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

Scrutineer

Scrutinizes vehicles for compliance with technical regulations and safety.
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 MSUK and AROC.

Marshal

Assists C of C.
Observes and reports penalty infringements on the course.
Completes score cards.
Assists with course layout, signage and any necessary course repairs.

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.

5) 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 affected 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.

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

Child Protection:

MSUK require the club to have a Child Protection Officer to look after the interests of our younger members.

Children and Minors:

Parents, guardians & those, for example, taking a friend's 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 vehicles:

Riding in the back of open vehicles is dangerous. Passengers MUST be in a proper secure seat, wearing a seat belt NEVER standing nor sitting on another's lap.

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 un-prescribed drugs or alcohol is permitted to be consumed during any active event. Any person attending any event in any capacity that is suspected of 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.

Working on Vehicles:

From an ecological and engineering point of view any work carried out at events that involves liquids (fuel, oil, antifreeze etc) or contaminated mud and debris. Vehicles MUST be put onto a suitable and suitably sized sheet in order to contain any spillage and prevent contamination of the ground below. Any contaminants must be taken away from site and disposed of within DEFRA rules.

6) Vehicle and People Recovery Rules and Guidance

General Rules:

In ALL cases on-site vehicle recovery MUST BE supervised by the Clerk of Course. If the Clerk of Course does not feel confident or competent to complete the recovery safely themselves they MUST recruit and supervise another competent person immediately (Recovery Marshall).

Vehicles must be made safe BEFORE any driver or passenger is allowed to get out of the vehicle.

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:

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, possibly compounding any injury issue).

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.

Recovering a vehicle:

- Generally the following will apply in this order however circumstances will vary and therefore a dynamic risk assessment approach should be employed:
- One person ONLY should take charge of the recovery (C of C or their appointed Recovery Marshall) but there should be a minimum of 3 people who work together to make a safe recovery.
- Everybody should act on instructions from the Recovery Marshall ONLY.
- Make a coordinated and planned vehicle recovery using appropriate equipment and resources.
- Anybody not directly involved with the recovery should be moved and kept at a safe distance from danger.
- Ensure the vehicle is stable and unable to slide or roll before even approaching it but also during the recovery.
- It is strictly forbidden to put/aid a vehicle back on its wheels manually except at the discretion of the C of C and never from lying on its side or roof.
- Before the recovery starts make sure the parking brake is applied and working. In addition chock wheels as necessary.
- Ensure attachment points for recovery equipment are appropriate, strong enough and positioned right for the direction and severity of pull.
- Inspect the recovery equipment for suitability and damage BEFORE utilising it.
- Recovery should be completed in all cases in a controlled manner. (Snatching and use of Kinetic ropes is forbidden).
- If at any stage the recovery becomes unstable or dangerous STOP. Re-evaluate what's going wrong and make another approach as necessary.
- Once the vehicle is back on firm level ground again ensure it cannot move by slipping or rolling before recovery equipment is removed.
- Inspect the recovery equipment AFTER utilisation and ensure it is taken out of service if suspect or physically damaged.
- Clear up any spillages, contamination or remains. (Dispose of the detritus properly)
- NEVER put yourself or others at risk of injury.

7) 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!

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8) Technical and General 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 to be road legal in order to qualify for a trophy.

Full technical regulations can be found in the Motorsport UK Blue Book available in hard copy and on-line. Search: **motorsportuk.org** look in **Resource centre**.

Most regulations can be found in the following sections of the book:

Competition Licencing: section H (RS Clubman's licence required for most AROC events)

Competitor and Passenger Age Limits: Section H appendix 1

Cross Country Event Regulations: Section P with technical regulations starting at section 56.

Insurance Through Event Permits: Appendix 2

Do please read and understand the rules and regulations and laid out in the blue book but don't be put off by them,

Scrutineering & Logbook

All vehicles should be presented by their drivers for scrutineering in a clean condition.

All vehicles **MUST** pass scrutineering before they can start an event.

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.

Certain safety critical faults that have not been rectified following an advise at a previous event may result in exclusion from that event.

9) Finale

Grievances

In the unlikely event of grievances please take the matter up with C of C, the Steward or a Committee Member who will try to resolve the issue if not refer the matter accordingly.

Final Message

We are a friendly and responsible grass roots motorsport club. Please enjoy yourself but be safe at all times. If you have any questions ask a committee member who will be happy to help you or at least point you in the right direction.

END

Contributors and acknowledgement:

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