



**Trial's Supplementary
Regulations
Revised 2021
Version 4.1**

Any changes to the regulations for 2021 will be shown in red. These will apply to all events from 1st January 2021 onwards.

EVENT DESCRIPTION

Trial sections consist of twelve sets of canes; each set has a white right hand flag and a coloured numbered left hand flag. This dictates the direction of travel, the white flag must always be on the right; each pair of canes are known as a gate. Sections begin at gate number twelve, progress being made through the gates in descending numerical order until the vertical centre line of either front wheel passes an imaginary line connecting the two canes of a gate; this is called hubbing the gate.

Forward motion must continue at all times until number one gate is hubbed or driven through. When this is achieved, the competitor score of zero is awarded this is also known as a clear. The whole vehicle must either clear the gate or come to a halt before the score can be declared. Should forward motion cease whilst in the section, a score is awarded based on the location within the section; the score awarded is the number of the flag being approached, at this point the competitor's trial for this section ends. It is at the marshals discretion to when forward motion stops.

During the driving of the section, if a cane is touched by any part of the vehicle, the trial for this section ends, the score being the number on the cane touched. For the purpose of clarity it should be noted that ANY part of the flag will be treated as part of the cane.

Marshals will have discretion as to contact with a cane if it results from ground movement or wind. Whilst negotiating from one gate to the next, it is not permitted to cross your tracks; tyre "marks" must not intersect. Further, crossing tracks is not permitted anywhere within the section, LWB vehicles are exempt whilst shunting.

Long-wheelbase vehicles (98"+) are allowed one shunt per section. Competitors are allowed to reverse 2 vehicle lengths to line the car better to enter through the next gate. Shunts are to be used where gates are tight and LWB competitors are unable to make the turn to the next gate. They are not allowed to be used to gain better position for Hill climbs or tricky parts of the section. All Shunts are at the Marshals discretion and should be declared to the marshal before the section is driven.

As part of the challenge it may be deemed necessary to install "cross canes" between two gates to stop the competitor from deviating too far; cross canes denote a wall of infinite length, the line of the wall is determined by a straight line through the top of both canes in both directions. Vehicles are allowed to touch the "wall", but not to "knock it down", the cross canes only apply whilst between the two relevant gates. Hitting a cane of a gate numerically further on in the section and therefore not already driven through is not permitted and will be deemed as a stop and scored accordingly.

A small number of sections may be set up to be driven in reverse gear only. The same rules as sections driven in forward gear apply to a reverse gear section except the vertical centre line of either rear wheel is substituted.

A minor proportion of sections may be timed; timed penalties will be related to a published formula as detailed in the event final instructions, as detailed in the current MSA Blue Book P5.5 – P5.51 and P42 & P43.

SUPPLEMENTARY REGULATIONS

Grade: - **Clubman Open to BADLRC & invited MSA Clubs.**

1. Buxton & District Land Rover Club (hereafter referred to as BADLRC) will organise trials under the following regulations. Entries will open on the morning of the event.
2. The event is open to fully paid up members of BADLRC and invited MSA clubs. A valid club membership card and MSAUK license card must be held by all competitors and navigators. They must be presented at signing on.
3. The event will form part of the BADLRC Trials Championship closed to fully paid up members of BADLRC.
4. The event will be held under the general rules and regulations of the MSAUK, (incorporating the provision of the international Sporting code of the FIA), these Supplementary Regulations and any written instruction issued by the organisers. All vehicles will be subject to Scrutineering and this will take place in the designated area from 08:55 till 09:50. Drivers must also be signed on once scrutineered. The event will take place wholly on private property. All drivers must hold a current valid appropriate full driving licence and attend the driver's briefing.

ALL DRIVERS MUST PRODUCE A VALID CLUB MEMBERSHIP CARD AT SIGNING ON, ALONG WITH AN APPROVED MSAUK LICENSE P24.2

5. The facts to be judged by the marshal on section who are deemed to be judges of fact. Points are awarded for striking canes, stopping on section or leaving the boundary, or for crossing your tracks on any part of a section. The Section marshal's decision is final. Any competitor being abusive to an official will be excluded. Each section will consist of 12 gates with a maximum of 12 observed sections. Practising is not allowed. Any driver driving in such a way as to bring motorsport in to disrepute may be excluded from this and future events. Any driver found to be causing wilful damage to trees, fences, site boundaries or other vehicles may be excluded from the event and/or asked to leave. Offenders may incur costs placed on the club by the land owner to effect repairs to their property.

Drivers are reminded of the 5mph speed limit in place at all trials venues, any driver found in breach of this will be excluded from the results. It is the competitor's responsibility to ensure they are signed on prior to the start of the event and attend the drivers briefing prior to the start of the event.

6. Vehicle eligibility: - All vehicles and competitors must comply with the MSA regulations as detailed in the current MSA Blue book J5 & P.56 & P.59. No Dumper tyres. Fiddle brakes and axle lockers are permitted in Class 3S only.

7. The maximum entry for each event will be 35 the minimum will be 5. The organisers reserve the right to amalgamate classes as necessary on the day, and details will be advised at the competitors briefing. A competing driver is not permitted to be a passenger in any other competing vehicle but the same vehicle may be driven by more than one different competitor.

8. The entry fee will be **£30**. In the event of an event being cancelled, postponed or abandoned the entry fee may be refunded less any costs already incurred by the club. In the event of retirement those competitors who have not completed 75% of the sections will not be entering into the results. Drivers who have completed more than 75% will get 12 points for the remaining sections and included in results. Driving other than that related to the trial sections is not permitted infringement could result in exclusion.

Failure to wear seat belts/harnesses correctly will result in a 12 point penalty. If a full harness is fitted all components must be worn.

9. Competitors are reminded of their right of protest and appeal, as described in the current MSA Blue Book C.5 & C.6

10. If the number of competitors requires a split into 2 groups, this will be determined by drawing a token out of a bag. The groups and running order will be announced at the drivers briefing.

11. Competition numbers need not be displayed

12. All occupants must remain seated at all times whilst vehicle is in motion, keeping all body parts within confines of vehicle.

13. A suitable tow rope must be carried in each vehicle. No straps allowed.

14. Recovery points need not be painted a contrasting colour. All recovery points must be bolted with the nut and bolt visible for inspection if requested. No welding of recovery points is permitted.

15. It is strongly recommended that each vehicle carries a securely fitted fire extinguisher min 1.7lt AFFF as per MSA blue book section K3.1.1

16. Driver must attend the drivers briefing at 09:55 and obey any special instructions.

17. All BADLRC Trials will be run to the MSA trials regulations as detailed in the current MSA Blue Book P5 & P41.1 to P43.4 The MSA rules are a minimum requirement and may in some instances be superseded by additional regulations set out in the trial SR's.

18. Riding on the outside of moving vehicles is not permitted.

19. Entries for trials will be accepted online and on the day of the event.

20. The vehicle class is at the discretion of Chief Scrutineer.

21. Only one Passenger may be carried in a vehicle during Observed Sections.

22. Exceptionally the minimum age may be reduced to 14 providing the vehicle is fitted with seat belts and either a manufacturer's hard top, a truck Cab, or roll bar, or where the vehicle is road legal, mass produced, production vehicle retaining the original hardtop or truck cab and where seat belts comply with K2.1.1, the age limit may be reduced to the minimum age of the passenger to 12 years.

23. All competitors must have their score cards marked before they drive the next section or they will incur 12 penalty points.

24. All sections must be driven when setting up, up to gate 3 minimum.

25. When last group to run a section has finished, section to be pulled before driving the next one. First and last competitors to pull the section.

26. Class 3 no looping of gates driven line must be observed .

27. Minimum tyre pressure 12psi

28. In the event of a tie, the competitor with the highest number of clears will be the winner, followed by the most number of lower scores.

29. The pulling of handbrakes on sections is permitted.

Trophies will be awarded at the Dinner Dance at the end of the year. They will consist of one trophy with all the events the competitor has competed in throughout the year and their placing providing they placed in the top 3 for their class.

Results will be published and prize giving will take place as soon as practicable after the event. Full and final results will be published on Facebook and other social media

CLASSES

The event will consist of 4 vehicle classes for Land Rover's & Land Rover Derived Vehicles.

Class 1 Standard Class

Class 2 Modified Class

Class 3 CCV

Class 3S Super Modified

Class 1:- Trials Vehicle Based on a Production Land Rover.

General: - The vehicle must be based on a standard Land Rover production variant. Any form of additional bolt on protection is acceptable, provided it does not contravene the requirements of the MSA Blue Book.

Chassis: - Standard type production chassis, modification to engine mountings allowed. Fitting of ROPS (Roll Over Protection System) is allowed.

Bodywork: - Standard bodywork silhouette below waistline with full width bodywork and or bumpers. Bodywork may not be trimmed to gain advantage. Improving approach or departure angles and trimming of wheel arches to allow for the fitment of bigger wheels/tyres would all be considered to give advantage.

Suspension: - Suspension to be of original Land Rover type, upgrading to gas shock absorbers is allowed. Spring & shock absorbers may be of any length provided they are on standard mounts. Suspension members to retain original geometry & joints, but may be strengthened. Poly bushes and dislocation cones are allowed. Series vehicles may upgrade to parabolic springs with appropriate dampers.

Steering:- Retain original geometry and act on front wheels only, but may have strengthened components. Vehicles may be upgraded with power steering.

Engine: - Need not be of Land Rover type, but installation must meet the requirements of the MSA Blue Book

Fuel System: - The tank may be relocated provided that the system meets the requirements of the MSA Blue Book.

It is strongly recommended that vehicles with under seat filler caps have the filler moved to the side or rear.

Transmission: - Be configured from standard Land Rover type components. Front & rear differentials must be open (not locking or torque biasing). Non standard transmission / parking brake may be fitted.

Brakes: - Be fitted with brakes that operate on all four wheels and be capable of stopping and holding the vehicle as required. A foot operated single pedal

brake system should be used to achieve this. A working parking brake must also be fitted.

Wheels & Tyres: - No Dumper tyres, Wheels may have increased offset but must fit correctly under the wheel arch.

In an attempt to allow series vehicles to be more competitive with regard to the later coil sprung vehicles; they have been allowed more latitude with certain modifications.

Class 2:- Modified Land Rover Derived Special

General: - The vehicle must be based on Land Rover type components. Any form of additional bolt on protection or accessories may be added, provided that it does not contravene the requirements of the MSA Blue Book.

Chassis: - Derived from any Land Rover type chassis with a wheel base of 203 cm (80in) or over. Any modification that does not contravene requirements of the MSA Blue Book is allowed

Bodywork: - Must meet the requirements of the MSA Blue Book and provide a crew compartment isolated from all sources of danger. Wheel arches must present no sharp edges.

Panels and bodywork must be of Land Rover origin, although may be trimmed for larger wheels

Suspension: - Suspension systems are free provided they meet the requirements of the MSA Blue Book

Steering: - Any system acting on the front wheels only that meets the requirements of the MSA Blue Book.

Engine: - :- Need not be of Land Rover type, but installation must meet the requirements of the MSA Blue Book

Fuel System: - The tank may be relocated provided that the system meets the requirements of the Current MSA Blue Book.

Transmission: - Front & rear differentials must be open (not locking or torque biasing). Non-standard transmission / parking brake may be fitted. The system must meet the requirements of the Current MSA Blue Book.

Brakes: - Be fitted with brakes that are operative on all four wheels and capable of stopping and holding the vehicle as required. A working parking brake must also be fitted.

Wheels & Tyres: - No Dumper tyres. Wheels may have increased offset but must fit correctly under the wheel arch. Any vehicle may be fitted with wheel spacers of up to **35mm** thick, provided the full width of the tyre remains covered.

Class 3 CCV Cross Country Vehicle

General: - The vehicle must be based on Land Rover type components and may have any form of additional modification be it bolt on or weld on, provided that it does not contravene the requirements of the MSA Blue Book.

Chassis: - Derived from any Land Rover type chassis with a wheel base of 203 cm (80in) or over. Any modification that does not contravene requirements of the MSA Blue Book are allowed.

Rollcage: - A rollcage must be fitted to the vehicle. All rollcages must be of MSA blue book specification.

Bodywork: - Need not be of Land Rover origin e.g. glass fibre kits and aluminium bodywork are allowed, however must meet the requirements of the MSA Blue Book and provide a crew compartment isolated from all sources of danger. Wheel arches must present no sharp edges.

Suspension: - Suspension systems are free providing they meet the requirements of the MSA blue book.

Steering: - Any system acting on the front wheels only that meets the requirements of the MSA Blue Book

Engine: - :- Need not be of Land Rover type, but installation must meet the requirements of the MSA Blue Book

Fuel System: - The tank may be relocated provided that the system meets the requirements of the Current MSA Blue Book.

Transmission: - Front & rear differentials must be open (not locking or torque biasing). Non-standard transmission / parking brake may be fitted. The system must meet the requirements of the Current MSA Blue Book.

Brakes: - Be fitted with brakes that are operative on all four wheels and capable of stopping and holding the vehicle as required. A working parking brake must also be fitted.

Class 3S Super Modified

Vehicles with the following modifications will be allowed to compete with other Land Rover derived specials.

Fiddle brakes.

Additional locking differentials
4 wheel steering

EVENT TIMETABLE

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|-----------------|------------------|
| Scrutineering | 08:55 till 09:50 |
| Signing On | 08:55 till 09:50 |
| Driver Briefing | 09:55 |

EVENT OFFICIALS

The following officials will be announced in the event final instructions on the event calendar on Facebook along with other venue and event specific information.

Clerk of the Course TBA
Steward TBA
Scrutineer TBA
Secretary of the meeting TBA