Competition Log Books

INTRODUCTION

All vehicles entered in CCV Trials, Comp Safaris, Team Recoveries, Timed Trials and Point-to-Points must each have a Competition Vehicle log book before they will be allowed to compete.

This log book is primarily for the purpose of permitting existing vehicles with roll-cages of a discontinued design to compete as well as ensuring a uniform standard of roll-cages old and new nation-wide. There is only one standard for roll-over protection; a full cage. There are several designs for these cages depending upon the vehicle type. Note that any vehicle that has been log-booked with only a main hoop will need to be re-inspected when the requisite front hoop is added. Furthermore, any vehicles that have been log-booked without the necessary additional top-tube will also need to be re-inspected when that is added. The log-book process also confirms that the bodywork dimensions are compatible with the wheelbase of the vehicle.

The following information is supplied to ensure that vehicles can be built to the standard required by the log-booking process. All the necessary information on roll-cage construction can be found in the Roll-cage Regulations.

If you have any doubt as to your vehicle's eligibility, do not hesitate to contact the General Secretary or the Scrutineering Committee Chairman who will be able to answer your query or direct your query to someone who can answer it. They are there to help.

The standard log book fee is £20. The Upgrade or 5-Year Recheck fee is £10 (e.g.: to upgrade your vehicle from CCVT spec to Comp Safari spec). New cages must be to Comp Spec. Please make payments in cash so that no bank charges are incurred.

There are two options start the process, either on the ALRC website and start the digital process or you can contact one of the Log Book Scrutineers listed in this handbook and make the necessary arrangements for him / her to inspect the vehicle. You may take the vehicle to the Scrutineers, or they may agree to visit you. In the latter case, expect to pay appropriate travelling costs. If you can gather more than one vehicle to be inspected, then that cost can be shared.

Log Book Scrutineers who leave the ALRC may not continue with their duties and must return all tags, documents, folders etc to the Log Book Secretary.

Log-book implementation
The Competitor's View

The following process is the original manual system. The digital system at www.alrc.co.uk removes all of the paperwork items and cash payment. It can be used for new vehicles, re-checks or details changes. All owners details and pictures are uploaded to the system, payment made and then the inspection process begins by contacting your local scrutineer from a drop down box selection.

Stage 1

Your vehicle will be inspected by an ALRC Log Book Scrutineer who will complete the details of the owner and vehicle on the triplicate check-sheet. On completion of the vehicle inspection, you will be given the top two copies of the check-sheet, with the scrutineer retaining the green bottom copy for reference. The scrutineer will then affix a security tag to the diagonal of the main hoop at a protected point noting the tag number on the check-sheets. This is a vehicle identity tag ONLY and does not indicate anything else. This tag must not be lost or defaced.

PASS or FAIL will be entered in the column next to the scrutineer's signature. If the vehicle fails, the scrutineer will point out to you the points that need correcting. He will enter these on the check-sheets.

Remember that this is not a full scrutineering operation - only the silhouette dimensions and roll-cage design and construction will be considered, but other transgressions of the regulations may well be pointed out at the time, particularly where safety is compromised.

Stage 2.

When your vehicle passes, then you can go straight to stage 3.

If your vehicle is failed, then you must carry out corrective action in accordance with the requirements on the check-sheet entered by the first scrutineer, before you can proceed to stage 3.

Stage 3.

Your vehicle is then inspected by a second scrutineer subject to the fulfilling of any requirements from the initial inspection. A second Yellow tag will then be attached to show that the vehicle is safe to enter events. You must present the two copies of the check-sheet that the first scrutineer gave you, and the second scrutineer, if satisfied, will pass the vehicle for log-booking.

The second scrutineer will sign the two check-sheet copies and enter either PASS or FAIL in the adjoining column. When the vehicle passes, the scrutineer will retain the yellow second copy of the check-sheet and hand you the top copy to send to the log-book secretary with the fee of £10 and the two photos. Photos need to be from the R/H front corner, and L/H rear corner showing roll-cage configuration (if applicable), both showing the whole of the vehicle. Size 3½" / 90mm high by 5" / 130mm wide max. The photos are to be signed on the front by either of the scrutineers at any stage of the process.

If the vehicle fails for the second time (which should only be in the minority of cases) then you must correct the faults raised and then re-submit the vehicle to either the same or different scrutineer whichever is convenient.

Note that the payment that is made is for administration; the tags and the Log Book are ALRC property.

Stage 4.

The log-book secretary will receive the top copy of the check-sheet, the fee and the photos from you, ticking them off on the check-sheet. He will then enter the relevant details onto the log-book, signing it and issuing it to you.

Stage 5.

Production of log-books is a requirement for entry to CCVT and timed events. Correlation between the log-book and the tag will be checked upon entry to an event. Please report the loss of either the tag or the log-book to the log-book secretary. The log-book has provision for comments with regard to safety and eligibility, and a scrutineer may make a note, on the back page, of a problem that needs to be addressed before the next event. This facility should be used in the event of the vehicle becoming unsafe due to an accident etc.

Tag Removal issues:-

(a) The Yellow tag should be removed when the cage is found to have been damaged in an accident to the point where all or part of it needs to be replaced. Note that the vehicle may turn up at an ALRC event having been damaged at a non-ALRC event.
If the main hoop is damaged then the red/blue tags should be removed as well along with the log book and returned to the logbook secretary.

(b) A vehicle may be found to be non-compliant after a vehicle has changed hands. Owners must advise the Log Book Secretary when a vehicle has been sold and that the applicable name and address is different. The recommendation is "buyer beware", i.e. the buyer should check compliance when buying, regardless of what the log book says.

(c) The Log Book Scrutineers may have failed to spot a non-compliant cage or dimension at the time of the original log booking.

(d) The vehicle may have been altered after log booking. The log-book should remain valid

but some people will find ways around the rules.

(e) The rules may have been changed AFTER the vehicle was log booked, leaving it non-compliant.

(f) When there is evidence of post-log booking alterations that adversely affect checked items, the Scrutineer should make a note of the owner's name, tag number, club name and the reason(s) why it doesn't comply. The Scrutineer should then send these details to the Log Book Secretary who will take the matter on from there. Do not remove the tag at this stage.

Regardless of the cause, if the vehicle does not comply it will need to be altered. If the non-compliance does not render the vehicle unsafe, the scrutineer may allow the vehicle to compete pending correction of the problem. Details of the problem are to be written in the log book and dated and the owner will then have six weeks from that date to rectify the problem after which the vehicle is no longer in compliance and the whole 2-part log book process will need to be repeated.

Only the scrutineer or Clerk of Course at the event may remove the tags and retain the log-book, invalidating the vehicle. He must send the two items to the log-book secretary stating his reasons and the competitor will then need to have the vehicle re-log-booked.

Recheck following repaired / replaced roll-cage.

Following repairs to a roll-cage, a re-check is required. This check will be the same as before but requires only one log book scrutineer and the payment of £10 which should be paid directly to the ALRC Treasurer, unless the main hoop has been damaged then the vehicle has to go back through the process of log booking and requires two signatures.

The Log Book Scrutineer then fills in the "Log Book Returns Form", entering the requisite information. If the tag has needed to be changed, then the old and new numbers will be entered on this form.

YELLOW TAGS INFORMATION

Yellow Tags are AS WELL AS not instead of Red / Blue Tags.

A Yellow Tag does NOT signify retest or other Qualification.

It is in the drivers interest to present their motor for the New Tag as it preserves its history as the Red / Blue will always remain with the vehicle once a Yellow tag is fitted.

Motors involved in damage to the roll cage will have the Red/Blue tag removed IF NEW YELLOW TAG IS NOT PRESENT.

Retests at five year intervals are still required -

New tags are F.O.C. initially, replacements after removal due to cage damage incur a Fee.

Damage to roll rage will involve the removal of the YELLOW tag and the Log Book written upon.

Number of new tag MUST be recorded on the back page of the Log Book and Returns Sheet at time of fitting by Log Book Scrutineer.

Any removed tags are to be returned to Log Book Secretary along with Log Book after damage to cage.

5-Year Recheck.

If the log book is over 5 years old, a re-check is required. This check will be the same as before but requires only one log book scrutineer and the payment of £10 which should be paid at the time of checking. Cash only please to avoid bank charges. New Log Books will be issued after every 5 year recheck to ensure it contains current information. Expired Log Books can be retained by the vehicle owner.

Appeals.

All the previous stages may be appealed on by the entrant / driver in writing to the Log-Book Secretary who will inform and consult with the Scrutineering & Off Road Committee. During an appeal, the vehicle will be ineligible for competitions until a decision has been made by the Scrutineering & Off Road Committee on the vehicle.

Change of Ownership or Address

This needs to be notified to the log book secretary by returning the log book together with a fee for £10 to cover administration costs for issuing a new logbook. Ideally new photographs of the vehicle should be included. They must be sent if the vehicle has changed colour.

Note:-

The log-booking process is to be carried out in compliance with the rules that applied on the date of the first inspection. Completion must be within 6 months of the first inspection.

Log books remain the property of The Association of Land Rover Clubs

There follows a copy of the vehicle check sheet used during the log booking process and a revised edition of the vehicle dimensions chart. Note that sample / guideline entries are shown in a different typeface to give you an idea what it will look like when filled in.

REMOVAL OF TAGS ON LOG BOOKED VEHICLES

When a vehicle is initially inspected an Identification Tag is fitted. This does NOT signify compliance of anything - it is merely a VIN number.

These tags may be RED or BLUE in colour. After the Tag has been fitted a check sheet will be issued with a PASS/FAIL and signed and dated by the Scrutineer.

This paperwork needs a PASS signature by a different Log book Scrutineer having done any work recorded by the First Scrutineer if required.

The Top White copy is then sent off along with Two Photos and a Cheque (payable to ALRC) to the Log Book Secretary who will then issue an ALRC Log Book. Present this Log Book **EVERY** time you enter an event.

A second tag will also be fitted - this will be YELLOW, it might be fitted along with the Red or Blue Tag or afterwards - this will be recorded on the Check sheet or Log Book and details supplied to Log secretary by those fitting it.

The yellow tags are issued to log book scrutineers for fitting.

Should the front hoop become damaged the Yellow tag **ONLY** will be removed and a new one fitted upon repair/replacement and recorded on Log Book.

The front hoop includes the braces to and from the main hoop.

It is in the competitor's best interest to get the yellow tag fitted because without this the red or blue tag will be removed and then the identity of the vehicle is lost and it will be treated as a new build.

Should the Main hoop sustain Damage and require replacement **BOTH** tags will be removed and when replaced the vehicle will be treated as a **NEW** build.

This means that the new main hoop will have to comply with the latest diagonal back stays. MSUK changed this regulation in 2014 and it has always been the case that if the main hoop is damaged then the latest specification must be adhered to in the new build.

The SCRUTINEER at the event or CLERK of COURSE are the **ONLY PEOPLE** who should remove a Tag. If it is necessary to remove a tag this should be done immediately and the vehicle should not be allowed to complete an event before this is done.

If a Red or Blue tag is removed, the Log Book should also be removed. These items should be passed onto the Log Book Secretary to amend records.

It should be remembered that the log book and tags remain the property of the ALRC at all times.

Production Vehicle Sizes Chart.

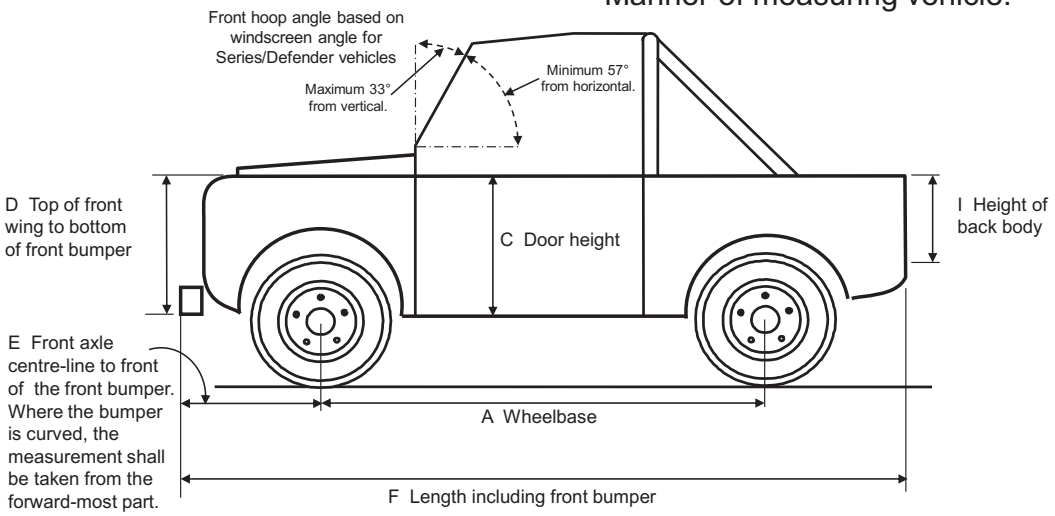
Item ⇒ / Vehicle ⇓	W/B	Engine capacity, Standard	Door height	Top of front wing to bottom of front bumper	Centre line of front axle to front of front bumper	Length including bumper(s) (Excluding spare wheel.)	Width over-all	Width at bulk-head	Height of back body. [5]
Series 1	80”	1595 P 1997 P	19”	20½”	23½”	128”	60½”	60½”	16½”
Series 1	86”	1997 P	19”	20½”	24”	138”	60½”	60½”	16½”
Series 1	88”	1997 P 2052 D	19”	20½”	22”	138”	60½”	60½”	16½”
Series 1	107”	1997 P	19”	20½”	24”	170	60½”	60½”	23”
Series 1	109”	1997 P 2052 D	19”	20½”	22”	170”	60½”	60½”	23”
Series II, IIa III	88”	2286 PD	25”	24½”	22½”	138½”	64”	64½”	22½”
Series II, IIa III	109”	2625 P 2286 D	25”	24½”	22½”	175”	66”	66.8”	22½”
V8 LWB	109”	3528 P	25”	24½”	22½”	177”	66”	66.8”	22½”
Lightweight series II & III	88”	2286 PD	24”	18½”	19”	135½”	60”	59½”	22½”
Forward Control [3]	109” 110	2625 P 2286 D	35”	31½”	43”	193”	69½”	64½”	40”
Forward Control	101”	3528 P	25½”	34”	34½”	162¾	73½”	n/a [7]	13¾”
Ninety	92.9”	4000 P 2500 PD	25”	23”	25”	142”	70½	64½”	22½
One Ten FC	110”	3528 P 2500 D	25”	23”	25”	175”	70½	64½”	22½”
One Ten HCPU	110”	3528 P 2500 D	25”	23”	25”	175”	70½	64½”	28” 30”
R /Rover Classic.	100”	3900 P 2500 D	27”	14” [1]	28”	174”	70” [2]	n/a	24” [6]
R / Rover Classic	108”	4200 P 2500 D	27”	14” [1]	28”	182”	70 [2]	n/a	24” [6]
Range Rover P38	108”	4600 P 2500 D				186”	74”	n/a	
Range Rover 2009 / 2010									
Range Rover Sport									
Discovery 1	100”	3900 P 2500 D	27”	16½” [1]	30”	176”	70” [2]	n/a	24” [6]
Discovery 2	100”		27”	17”	33”	181”	71”	N/A	27”
Discovery 3	2885mm	2993 D				4838mm	2022mm		
Discovery 4									
Freelander 1	100”	2500 P 2000 D	25½”	17”	32”	160”	71”	63”	22”
Freelander 2	**2660mm 105”**	2179 D 3.2 3192	32.5”	21”	36”	4,500mm 174”	2005mm 74.5”	N/A	25”
100” Defender / Series	100”	n/a	19”	20.5”	22”	148” minimum	60.5”	60.5”	16.5”

Minimum Bumper widths:- Series I - 60”. Series II and III - 63¾". Lightweight - 59". Ninety / One Ten - 66". Range Rover - front - 64"; rear - 67". Discovery - front - 68"; rear - 70".”

References:-

Dimensions:-
[1] "Top-of-wing" is measured to the top of front side-light unit. [2] Width over metal body-work. (Plastic trim on some models of RR & Disco not included.) [3] Dimensions supplied by Forward Control Register. [4] (Not used now). [5] Height of cross-member (min. of 4¼" in all cases) to be added to this height.
[6] No external rear cross-member to measure. [7] No bulkhead. [8] Mirrors folded in
Engines:- P= Petrol. D=Diesel (Largest size for that model is quoted.)
All measurements are taken either horizontally or vertically.
Please inform the Scrutineering Committee if you can add any missing dimensions to the blank spaces or correct any that are in error.

Tolerances & Allowances on Dimensions

Code	Item.
A	Wheelbase. ± 1". i.e. Up to 1" more or less than the stated figure.
B	Engine Capacity. Not used.
C	Door height. ± ½" measured at the door position beside the front seats. (Bottom of door to bottom of window-line) i.e. ½" more or less than the figure stated. (The vehicle does not need to have opening doors but equivalent bodywork must be present on both sides of the vehicle.)
D	Top of front wing to bottom of front bumper. +∞ / -2" i.e. can be more than stated dimension, but only 2" less than the figure stated.
E	Front axle centre-line to front of front bumper. +∞ / -1" i.e. Up to 1" less than the figure stated.
F	Length including bumper(s), +∞ / -1". i.e. vehicle can be longer than stated dimension (allowing for heavy-duty and winch-bumpers) but no more than 1" shorter.
G	Width overall. ±1" (Excluding protruding hinges, mirrors, bumpers), i.e. the vehicle may be up to 1" wider or 1" narrower than the stated dimension. • Series One bulkhead is the same as overall width. (See H) • Wheel-arch extensions which are added to cover wide wheels / axles are not included in the width measurement. • Width overall can be measured at the following points – 1) Where the original wing flat surface begins to start the curve down 2) Just ahead of the windscreen/front hoop 3) Just behind main hoop 4) At the rearmost point of the back body
H	Width at bulkhead, +1" / -0". i.e. may be 1" wider but no narrower than the stated dimension.
I	Height of back body (excluding cross-member) ± ½". i.e. can be ½" more or less than stated dimension. NOTE. The height of the rear cross member must be at least 4¼"" and it should be the full width of the vehicle except on those types where it tapers between the chassis and the extremities of the vehicle. In that case this height must be maintained across the chassis width.
J	5.2 The front hoop should run across the width of the vehicle and the top part must not lean back any further than the angle of the windscreen. Bends may be used on the connecting bars between the front and rear hoops but should not have more than 4" / 100mm between 'a' and 'b' as shown above. The angle of the windscreen should be that of a 90/110 for any Series or Defender vehicles, with an angle no greater than 33 degrees from the vertical or the actual angle on other types.

Manner of measuring vehicle.