ASSOCIATION OF LAND ROVER CLUBS

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ALRC COMPETITION REGULATION CHANGES FOR CONSULTATION

Date of Meeting discussed	**2nd June 2026**
Closing date for comments	**25th August 2026**
Email for comments	**secretary@alrc.co.uk**

Section F – Cross Country Vehicle Trial (CCVT) Trial Specific Technical Regulations
Current Text:
F.1. ROLL-OVER PROTECTION
F.1.1. All vehicles must be fitted with an ALRC approved roll-cage. See separate regulation set for details.
Proposed Text:
F.1. ROLL-OVER PROTECTION
F.1.1. All vehicles must be fitted with an ALRC approved or ASN certificated roll-cage. See separate regulation set for details.

Section G - Competitive Safari-Specific Technical Regulations
Current Text:
G.1. ROLL-OVER PROTECTION
G.1.1. All vehicles must be fitted with an ALRC approved full roll-cage. See separate regulation set for details.
Proposed Text:
G.1. ROLL-OVER PROTECTION
G.1.1. All vehicles must be fitted with an ASN approved full roll-cage. See separate regulation set for details.

Section H - Timed Trial-Specific Technical Regulations
Current Text:
H.1. ROLL-OVER PROTECTION
H.1.1. All vehicles must be fitted with an ALRC approved roll-cage. See separate regulation set for details.
Proposed Text:
Section H - Timed Trial-Specific Technical Regulations
H.1. ROLL-OVER PROTECTION
H.1.1. All vehicles must be fitted with an ALRC approved or ASN certificated roll-cage. See separate regulation set for details.

Section I - Point to Point & Team Recovery-Specific Technical Regulations
Current Text:
I.1. ROLL-OVER PROTECTION
I.1.1. All vehicles must be fitted with an ALRC approved roll-cage. See separate regulation set for details.
Proposed Text:
I.1. ROLL-OVER PROTECTION
I.1.1. All vehicles must be fitted with an ALRC approved or ASN certificated roll-cage. See separate regulation set for details.

Explanation and background:

These discussions started with a member asking approval for a Motorsport UK certificated Safety Devices cage to be fitted into a 2 door Range Rover. The answer at S&ORC was approval for Comp Safari but not CCVT, this was accepted but didn't make much sense - why turn a competitor away from a slow speed event when the car is safe for a high speed one?

So, the current Rule Change wording was produced to allow the entry of vehicles with a MSUK certificated roll cage into all of our events, where they might not align with ALRC Roll cage Regulations. We only wanted to allow certificated cages to be added so that there was no confusion for event officials. There is no intention, for today or the future, to stop allowing current ALRC cages in any events.

Section G:
This is where there has been some confusion. We have not included any reference to ALRC cages here because the ALRC do not govern cages for Comp Safari.
The first paragraph of our Roll Cage Regulations states "These regulations relate to CCVT vehicles only. For all other classes, see the MSUK NCR Chapter 7", so clearly we accept Comp Safari roll cage standards is an MSUK job.
By removing ALRC it means vehicle builders will look in the correct place for information (MSUK NCRs) rather than the ALRC Handbook where they may be misinformed.

Motorsport UK certificated cages may be produced from different dimension tube to ALRC standards, but this could be because either the design adds strength to the cage or there is the added strength of a vehicles manufacturer's bodywork - either way their process has been through rigorous calculations and strength modelling.