ASSOCIATION OF LAND ROVER CLUBS

Honorary President: Charles Darby

Please Reply to: Simone Birch
1A Duncan Avenue
Huncote
Leics
LE9 3AN

Email:secretary@alrc.co.uk

07786 443474

ALRC COMPETITION REGULATION CHANGES FOR CONSULTATION

Date of Meeting discussed	**6th October 2026**
Closing date for comments	**17th December 2026**
Email for comments	**secretary@alrc.co.uk**

Section L – Regulations Applicable to all Competitive Events
Current Text:
L.1.3 Competitive Safari:
Modified:
8 Coil/air sprung up to 3600cc
9 Coil/air sprung above 3600cc

Proposed Text:
Modified:
8 Coil/air sprung up to 3600cc
9 Coil/air sprung above 3600cc
10 Coil sprung up to 84” wheelbase – all engine sizes

Explanation and background:
The majority of the vehicles in our sport are coil sprung and modified. Looking at the entry lists for competitive safaris across the country, there are very few 80” vehicles entering. Given that these shorter vehicles are the preferred choice for trialling, there are many of them in competition. Currently these modified vehicles are split into classes by engine size. Class 8 is up to 3600cc and Class 9 is above 3600cc. There is no separation for wheelbase and very few 80” coil sprung vehicles enter comp safaris. Perhaps because they are so disadvantaged in comparison to the longer vehicles as they cannot cross the ground with anything like the fluidity of the longer vehicles. This appears to be acting as a disincentive to entry.

Reason for this proposal:
To increase entry numbers by removing the barrier to entry for short wheelbase (80”) trial vehicles. At the same time, in response to the availability of engines, a small change in the cut-off for engine sizes is proposed.
Although engine size has a significant impact for the longer vehicles that are able to cover the ground smoothly, it is not believed to be a significant factor for the 80” wheelbase vehicles.