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Ref:	Section	Sub-Section	Regulation	Production	Modified Production	Modified
1.1	**Non-Rover parts**	General:	The following non-Rover design items may be fitted (subject to limitations elsewhere in these rules):- a) Wheels, tyres, steering wheel, seats, seat belts, mirrors. b) Service items (ignition components, filters etc.) c) Bull-bars, entry steps, lens guards, roof-racks, tow-bars, extra lamps / lights (spot, fog, etc.), winches.	x	x	x
1.2			"Equivalent cross references" - Rover parts may be replaced with parts made by other manufacturers on condition they are of the same basic design and are offered for sale as direct like-for-like replacements for those Rover parts.	x	x	x
2.1.1	**Safety & Recovery**	General:	Adequate front and rear recovery points must be provided for recovery purposes. Bumpers, tie-down rings or lifting rings are not suitable. Minimum of factory fitted trailer hitches or a pair of Land Rover Chassis Shackles are recommended. Where recovery points are fitted to a bumper, spreader plates are required and high tensile bolts used for mounting of both the recovery point and bumper to the chassis. Welded recovery mounts are not suitable.	x	x	x
2.1.2			All vehicles must carry a suitable tow/recovery rope. Staps, strops & chains are not permitted. A Kinectic Energy Recovery Rope (KERR) or nylon rope of suitable length and load rating should be used.	x	x	x
2.1.3			It is recommended that all competing vehicles carry a fire extinguisher, minimum 1.75 litre AFFF or equivalent extinguishant / weight as specified in the MSA Yearbook 2015 (Regulation K.3. etc on page 164 and table 3 on page 176) operable or accessible from the driver's seat.	x	x	x
2.2.1		Seats:	Competition seats are permitted. (See MSA Yearbook 2015 reg. K.2.2. for attachment specs.) Seat support structure may be strengthened as required.	x	x	x
2.3.1		Seat Belts:	Seat Belts are mandatory and must be worn even if seat belts are not required for road use. Leaf sprung Series 1's may use a lap belt as a minium, all other vehicle types must have a 3 point (lap & diagonal) belt fitted as a minimum. Competition spec harnesses are permitted.	x	x	x
2.3.2			Anchorage points must be as per manufactureres design. Where seat belts not origionally fitted, mountings must be similar to production installation or current MSA Competition regulations			
		Fuel Tanks:	For safety reasons, underseat tank-covers / lids shall be screwed down with a gasket. This affects early vehicles in particular.	x	x	x
2.4.1			Fuel tank location / design may be changed. If the fuel tank is moved, a separate metal cover (vented at the bottom) must be fitted even if a truck cab is fitted. The basic requirement is to prevent fuel leaking onto the driver / navigator if the vehicle overturns. The design should be such that any fuel that has leaked into the cover when the vehicle was inverted, will drain onto the ground when the vehicle is righted. The cover must NOT be sealed at the bottom or fumes will be trapped.	x	x	x
2.4.2			Fuel tanks may be changed or repositioned but must be securely fixed in place and be of metal construction. Plastic or composite fuel tanks are permitted only where they are factory fitted to that model and mounted in the original position.	x	x	x
2.4.3			If a non-standard fuel filler is used, it must have a leak-proof cap, and be isolated from the driver / passenger compartment by the best possible method commensurate with the vehicle design. Underseat lids shall be screwed down with a gasket. The very minimum protection for an early underseat filler is the cap separately sealed. The fuel filler cap must be located in a safe place. Fuel tank air vents must be at least 25cm to the rear of the cockpit and must be designed to prevent the escape of fuel should the vehicle be inverted. It is recommended that a non-return valve is incorporated in the vent system. (See MSA Yearbook 2015 reg K.6.)	x	x	x
2.4.4			Where an alternative fuel to petrol or diesel is used, the installation must conform to current Road Vehicle Construction & Use Regulations. If it is LPG, then follow the LPG Industry Technical Association Code of Practice No. 11 as a minimum specification. The cylinder(s) and the pipework must be protected to at least the same standard as the original fuel system equipment. If the tank is installed inside the passenger compartment, the tank must have a cover to protect it and its valves and pipework etc. from damage. Relevant test certificate(s) must be retained for inspection. Any date markings on the pipework must remain legible.	x	x	x

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Ref:	Section	Sub-Section	Regulation	Production	Modified Production	Modified
2.4.5			Fuel pumps are free	x	x	x
2.4.6			Where fuel tanks are mounted below the passenger compartment all covers/lids are to be fixed in position and fitted with gasket/sealant.	x	x	x
2.5.1		Roll Over Protection:	Roll Over Protection Systems such as rool hoops and cages may be fitted of any design	x	x	x
2.5.2			Additonal protection or cages that extend forward of the windscreen are permitted, e.g. external cage covering the length of the front wings, or forming an internal structure for the front wings to prevent damage		x	x
3.1.1	**Brakes:**	General:	Disc brakes are permitted where factory fitted to that model.	x	x	x
3.1.2			The hand brake lever may be altered or changed in order to meet the requirement that the hand brake is operable by the driver whilst wearing a seat belt. No other additional linkage to operate the hand brake is allowed	x	x	x
3.1.3			Land Rover drum brakes may be interchanged with other Land Rover drum braking systems	x	x	x
3.1.4			Land Rover disc brakes may be interchanged with other Land Rover disc braking systems	x	x	x
3.1.5			Brake friction materials are free	x	x	x
3.1.6			Disc hand brakes are permitted		x	x
3.1.7			Fiddle brakes are permitted to be present but must not be used for RTV Events			x
3.1.8			Bias braking (front to rear) is permitted but the ability to alter the settings from the driver / passenger compartment, or whilst the vehicle is being driven, is prohibited.			x
4.1.1	**Body:**	General:	All dimensions given in the vehicle size charts shall apply	x	x	x
4.1.2			Bolt-on sill panels and air dams / front spoilers and undertrays may be removed.	x	x	x
4.1.3			Bodywork may be replaced with non-Rover items on condition that all other shape / dimension specifications listed are adhered to.	x	x	x
4.1.4			Wheel spat/arch extensions are permitted only where factory fitted and must be of factory size & specification for that model	x		
4.1.5			Wheel spat/arch extensions may be fitted		x	x
4.1.6			Body type must match factory body types offered for that vehicle (e.g. hard top, truck cab, tilt)	x	x	
4.1.7			Truck cab versions of body types not offered in this format are permitted, so long as they meet the other body & silhoutte regulations for their class (e.g. pick up converted Discovery's & Range Rover's).			x
4.2.1		Bonnet:	Series I, II, IIA and III vehicles may be fitted with Defender-style bonnets, grilles and front panels.	x	x	x
4.2.2			Composite material bonnets are allowed if they have been made from fire retardant materials.	x	x	x
4.2.3			If the vehicle has a permanently fitted windscreen, then the bonnet may have holes, louvers, air-scoops etc.	x	x	x

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Ref:	Section	Sub-Section	Regulation	Production	Modified Production	Modified
4.3.1		Silhouette:	For RTV events the silhouette (as viewed from the side and front) of the bodywork above the “body capping line” or “window line” (as applicable) must be retained. The chassis, fuel tank etc. are not considered to be part of the silhouette. Definition:- The "body capping line" on a “Series” Land Rover or Defender is defined as a horizontal line level with the top edge of the fixed rear load area surround. The "window line" on other Land Rover models is level with the bottom edge of the driver’s door window.	x	x	x
4.3.2			Silhouette should match the body style	x	x	x
4.3.3			Hardtop vehicles must have the whole of the manufacturer's hardtop or truck cab with all fastenings secured and all glass in position.	x	x	x
4.3.4			The tailgate must be in place and secured closed.	x	x	
4.3.5			Wings and/or wheel arches may not be cut/bent away or trimmed. Intentional bending of a panel (e.g. rear of rear wheel arch on Discovery models) by impacting the tyre under suspension compression will be deemed as being cut/bent away.	x		
4.3.6			Headlight panels (or the same panel on the front face of the front wing on Series 1/2) must not be cut/trimmed at an angle and must retain the original profile so that it retains the look of a Land Rover	x	x	x
4.3.7			Wings and wheel arches may be trimmed to prevent damage from running larger or more aggressive tyres, provided they present no sharp edges. Inner faces of the wings (those either side and forward of the radiator panel on a Series Land Rover) shall remain. The overall silhouette of the body should however be unaltered and still look like a Land Rover.		x	x
4.4.1		Soft Tops:	Canvas roofs are permitted where factory fitted and must be of the same basic design, i.e. the same size and shape and not smaller than the original	x		
4.4.2			Soft-top vehicles - must have the manufacturer’s windscreen raised, and complete manufacturer’s hood and support structure in place. The rear flap on the tilt may be secured open.	x		
4.4.3			Canvas roofs are permitted of any design (e.g. such as, but not limited to the "bikini" style top for Defender models)		x	x
4.5.1		Doors:	Bolt-on door tops may be removed.		x	x
4.6.1		Windscreen:	The manufacturer’s windscreen must be raised in position and present.	x	x	x
5.1.1	**Bumpers:**	General:	Heavy-duty bumpers, and bumpers associated with winch installations are permitted on condition they are no narrower or weaker than the originals. See Logbook article Dimensions Chart for bumper widths.	x	x	x
5.1.2			Bumpers must be mounted so that they do not make the vehicles overall length shorter	x	x	x
5.1.3			For models factory fitted with bumper end caps (including late model Defenders), the end caps must be retained. However they may be trimmed along the horizontal moulding line level with the bottom of the bumper to prevent damage. The number plate moulding may be removed.	x		
5.1.4			Bumper end caps may be removed so long as the bumper still meets the minimum bumper width (see Vehicle Sizes chart). If the bumper forms part of the front wheel arch/body, then this must be retained. The number plate moulding may be removed.		x	x
5.1.5			On Range Rover / Discovery / Freelander / Evoque bumpers must be of original size and shape and have at least equal strength to the original fitment. Bumper sizes and shapes may vary with the model concerned.	x		
5.1.6			Bumpers need not be the same shape as the original. However they must meet the minimum width and be mounted in the correct position.		x	x

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Ref:	Section	Sub-Section	Regulation	Production	Modified Production	Modified
6.1.1	**Chassis:**	General:	The wheelbase must be unaltered and must match the body style	x	x	
6.1.2			Any wheelbase, not less than 80" or greater than 127". Any combination of Series (1, 2/3) or Defender body parts may be used. Minimum dimensions must be not less than a Series 1, e.g. front axle centre line to front of the front bumper, bumper width, bulkhead width & overall width. See dimensions table for full listing. Rear bodywork must extend either side of the rear wheel to keep it looking Land Rover and having the silhouette of a Land Rover. Bobtailing is not permitted.			x
6.1.3			Any wheelbase, not less than 100" or greater 115" may use any Land Rover production body. Body types/styles should be matching front & rear of the vehicle. Vehicles not using Series/Defender style bodies must meet the minimum vehicle dimensions for the chosen body with regards to overall width, bumper width and front axle centre line to front of the front bumper, see dimensions table for full listing. Bobtailing of non Series/Defender bodies is permitted, however in all cases the rear bodywork must extend either side of the rear wheel to keep it looking Land Rover and having the silhouette of a Land Rover.			x
6.1.4			Rail, space-frame or monocoque chassis construction may be used where factory fitted to that model.	x	x	x
6.1.5			The chassis may be modified from one or more original Land Rover chassis or one(s) of Land Rover design maintaining a chassis rail separation of Land Rover Ltd design specification. The profile and rectangular cross section above and between the axles must remain as the original. All welding on the chassis must be of a high standard.	x	x	x
6.1.6			Cross members and outriggers may be replaced by section of equal or greater strength than the original whilst retaining original minimum silhouette	x	x	x
7.1.1	**Body & chassis protection**	General:	Steering guards are permitted	x	x	x
7.1.2			Fuel tank guards are permitted	x	x	x
7.1.3			Underbody skid plates are permitted	x	x	x
7.1.4			Diff guards are permitted	x	x	x
7.1.5			Chequer plate style body armour is permitted	x	x	x
7.1.6			Reinforced cills may be fitted	x	x	x
7.1.7			Body mounted sliders are permitted		x	x
8.1.1	**Wheels & Tyres**	General:	Spare wheels and tyres need not be carried. (See MSA Yearbook 2015 P.56.7.1)	x	x	x
8.1.2			Tyres must be UK road legal for the vehicle on which they are fitted.	x	x	x
8.1.3			Minimum tyre pressure to be 22 psi.	x	x	x
8.2.1		Tyre Types:	Vehicles must be entered on their normal road tyres conforming to the MSA designation of “All Terrain” or “Mud Terrain” or similar tread pattern. (See MSA table in Greenbook 2015 page 258-260 – List 5(a) and 5(b))	x	x	
8.2.2			Tyres conforming to the MSA designation of “Aggressive” or similar tread pattern are permitted. (See MSA table in Greenbook 2015 page 260 – List 5(c))			x
8.2.3			Tractor, implement tyres or “maxi-cross” type tyres or those fitted with studs or chains are prohibited. (Tractor and implement tyres have a "V"-shaped tread of separate blocks of rubber like the ones fitted to the driving wheels of tractors and dumper trucks.)	x	x	x

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Ref:	Section	Sub-Section	Regulation	Production	Modified Production	Modified
8.2.4			Tyres must not extend beyond the vehicle body or wheel arches	x	x	x
8.3.1		Tyre Sizes:	A maximum of 33.00" diameter is permitted (Forward Control Models maximum of 37.00"). Tyre measured mounted to the vehicle, from the ground vertically to the top of the tyre. The tyre must be inflated to no less than the minmum psi allowed for this event.	x		
8.3.2			A maximum of 35.00" diameter is permitted (Forward Control Models maximum of 37.00"). Tyre measured mounted to the vehicle, from the ground vertically to the top of the tyre. The tyre must be inflated to no less than the minmum psi allowed for this event.		x	
8.3.3			A maximum of 37.00" diameter is permitted. Tyre measured mounted to the vehicle, from the ground vertically to the top of the tyre. The tyre must be inflated to no less than the minmum psi allowed for this event.			x
8.4.1		Wheels:	Wheel spacers are prohibited	x	x	
8.4.2			The use of TUVapproved hub adapters / wheel spacers upto a maximum of 30mm in depth is permissible.			x
8.4.3			Aluminium alloy wheels and matching nuts may be used in place of factory-fitted steel wheels where suitable hubs are fitted. (See Scrutineering Guide in the ALRC Handbook for details on identification of suitable hubs.)	x	x	x
8.4.4			Any brand / make of steel wheels are allowed but they must be of adequate strength, have a diameter matching that of factory fitted wheels for that model and have an offset between the outer flat of the nave plate and the external face of the bead area (not the outermost turned-out flange of the rim) of 4" / 102mm or less. Also any Land Rover produced / manufactured aluminium alloy wheels and matching wheel nuts may be used when suitable hubs for that wheel are fitted.	x	x	
8.4.5			Any brand / make of steel wheels are allowed but they must be of adequate strength. Also any Land Rover produced / manufactured aluminium alloy wheels and matching wheel nuts may be used when suitable hubs for that wheel are fitted.			x
8.4.6			The front wheel offset between the outer flat of the nave plate and the external face of the bead area (not the outermost turned-out flange of the rim) may not exceed that of the rear wheel offset measured the same way, i.e. you cannot run unaltered Discovery 5 spoke steel rims on the rear with deep dish 8 spokes on the front.	x		
9.1.1	**Suspension**	Spring Type:	Spring type must be standard for the vehicle type, i.e. all Series vehicles must use leaf suspension. Air suspension is permissible only where factory fitted to that model.	x	x	
9.1.2			Any Land Rover suspension system and components may be used on any model and the suspension mounts modified to accommodate the components.			x
9.2.1		Coil Suspension:	Coil spring seats cannot be moved, extended or altered.	x	x	
9.2.2			Suspension lifts via longer springs are permitted to a maximum of +2" for live axle suspension vehicles only	x		
9.2.3			Coil spring spacer/lift kits are permissible for independant suspension axles to a maximum of +2"	x		
9.2.4			Coil spring spacer/lift kits are permissible for live axle vehicles		x	x
9.2.5			Spring seats are free.			x
9.2.6			Coil springs should be prevented from becoming unseated, by use of factory spring clamps, heavy duty cable ties on the top spring seat or similar	x		
9.2.7			Dislocating coil suspension is permissible		x	x

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Ref:	Section	Sub-Section	Regulation	Production	Modified Production	Modified
9.2.8			Coil-over springs (where the spring is mounted to the shock/damper body) is permitted			x
9.3.1		Air Suspension:	Air springs must conform to Land Rover design and must be located in their standard location	x		
9.3.2			Air springs may be of a different design, this allows but is not restricted to the Arnott air spring design but must be located in the standard location		x	
9.3.3			Air springs may be of a different design, this allows but is not restricted to the Arnott air spring design. Mounting location is free.			x
9.3.4			Height sensor lifting rods such as, but not limited to the Johnson Rod lifting kits are permitted	x	x	x
9.4.1		Leaf suspension:	Spring mounting point locations cannot be altered.	x		
9.4.2			Mounting locations are free.		x	x
9.4.3			Leaf-spring shackle plates may be altered but the distance between the spring bolt centre and the chassis bolt centre must be no more than 6" / 152.4mm. If greater than 5" / 127mm between pin centres, they shall incorporate a mid-point strengthening device forming an H-shape assembly.	x	x	x
9.4.4			In all cases, the ends of the top and the second leaf must wrap around the eye.	x	x	x
9.4.5			Springs that were originally built with more than 5 leaves may be rebuilt so as to have no less than 5 leaves. The leaves below the top two MUST be in proportionally reducing steps similar to the originals and must be of the original thickness.	x	x	x
9.4.6			Parabolic leaf springs may be used but must have at least two leaves on each spring. (This allows, but is not restricted to, the use of leaf springs built to the Santana parabolic designs.)		x	x
9.4.7			The narrow springs on 80" Land Rovers may be replaced with wider springs as an alternative.	x	x	x
9.4.8			Spring length and width are free		x	x
9.4.9			Axle check-straps may be removed.	x	x	x
9.5.1		Axle Type:	Axle type must match and be standard for the vehicle type. Axle must be of standard track/width for the vehicle equipped too.	x	x	
9.5.2			Any Land Rover axle of the same type is permitted, i.e. wider Defender axles may be fitted to a Series Land Rover			x
9.5.3			Any Land Rover axle design type is permitted, i.e. live axle or IFS/IRS. But must use Land Rover design components. Mounting points may be modified to accommodate the components.			x
9.5.4			Dana 60 axles are deemed equivalent alternatives to Salisbury axles where Salisbury or ENV axle is factory fitted. Dana 60 must have the same track as the axle it is replacing.	x	x	
9.5.5			Dana 60 axles may be used as an alternative to Salisbury axles subject to the differential type meeting the regulations.			x
9.5.6			Bump-stops must be fitted in the appropriate location and must be complete factory-specification items that match the chassis and axles in use.	x		
9.5.7			Bump-stops must be fitted and must be appropriate for the chassis and axles in use.		x	x
9.5.8			Hydraulic bump stops and assocated mounts are permitted.			x

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Ref:	Section	Sub-Section	Regulation	Production	Modified Production	Modified
9.5.9			Any radius arms that have been welded to, drilled or cut into, deliberately notched or bent up/ down /sideways are prohibited. Any attachment or modification to the radius arms (unless manufacturer's specification) are prohibited. The only addition to this is that brake pipes can be secured by the same method as a breather pipe.	x	x	x
9.5.10			Castor correct radius arms are permitted, so long as they are no weaker than the original items, retain the standard mounting locations and haven't been bent or notched to increase steering lock.		x	x
9.5.11			Rear trailing arms must be of standard specification and unaltered from Land Rover design and match the vehicle model & type fitted too	x		
9.5.12			Alternative Land Rover design trailing arms may be fitted to vehicles but must match the axle type		x	x
9.5.13			Cranked trailing arms are permitted		x	x
9.5.14			Rose joints are permitted on rear trailing arms for live axles			x
9.5.15			Axle casings may have strengthening material welded to them	x	x	x
9.6.1		Suspension General:	The suspension system is defined as including anti-roll bars, shock absorbers, Panhard rods, radius arms (in matched pairs per axle), leaf, coil and air springs, and associated bushes, mountings and parts capable of moving under suspension loadings. All suspension nuts and bolts must be fastened properly and tightened to a minimum of the manufacturer's appropriate torque settings.	x	x	x
9.7.1		Dampers:	Damper make, type & length are free	x	x	x
9.7.2			Dampers must be mounted in their standard location. Damper mounts cannot be altered.	x		
9.7.3			Damper mounts are free		x	x
9.7.4			On Series Ones only the front damper mounts on the axle may be altered to give more clearance.	x		
9.7.5			Additional damper mountings are permitted		x	x
9.7.6			Additional damper mountings are permitted to be in place, but must not be used.	x		
9.7.7			Multiple dampers are permitted		x	x
10.1.1	**Axel Differentials:**	General:	Axle ratio is free	x	x	x
10.1.2			Heavy duty differential & axle internals may be used to improve durability	x	x	x
10.1.3			Diff pegging and crown wheel slipper pads are permitted	x	x	x
10.1.4			ATB (Automatic Torque Biasing) Limited Slip Differentials, including but not limited to the Ashcroft ATB & Torsen type differentials are permitted			x
10.1.5			Locking differentials such as air lockers or electric solenoid lockers may be fitted on condition they are disabled in an unlocked state to the satisfaction of the scrutineers and not used during competition, unless factory fitted to the vehicle	x	x	
10.1.6			Locking differentials are permitted, but must be of the same type as used by Land Rover, must be fitted to the same axle type as Land Rover fits them too and must be fitted to the same location. Locking differentials of types not used by Land Rover or fitted to axle types that Land Rover did not fit lockers too, must be disabled in an unlocked state to the satisfaction of the scrutineers and not used during competition.			x

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Ref:	Section	Sub-Section	Regulation	Production	Modified Production	Modified
11.1.1	**Traction & Hill Descent Control:**	General:	Electronic traction control & HDC is permitted where factory fitted only for that model	x	x	
11.1.2			Electronic traction control & HDC is permitted			x
12.1.1	**Steering:**	General:	Steering linkage rods may be sleeved or have extra material bolted to them for additional strength. Any sleeves must be made in such a way that they can easily be removed at the Scrutineers request to enable examination of the contained part(s). (For the avoidance of doubt, steering gear parts may not be welded after original manufacture.)	x	x	x
12.1.2			High strength one-piece non-Rover steering rods are allowed. Locking of these will be by the use of lock nuts, not clamps.	x	x	x
12.1.3			Series I, II & III steering boxes may be interchanged to an improved specification (i.e. late items to early vehicles only), points of attachment being strengthened where necessary.	x	x	x
12.1.4			Power steering is permitted only where factory fitted for that model	x	x	
12.1.5			Power steering may be fitted to any model, using parts from any other Land Rover product. Points of attachment may be strengthened where necessary.			x
12.1.6			High ratio steering boxes may be used			x
12.1.7			Rear steering is not permitted	x	x	x
13.1.1	**Engines:**	General:	Engine type/version must be standard fitment in the vehicle that it is used in and be of the same displacement as fitted by standard, see engine list for permissible alternative engines & parts	x		
13.1.2			Engine type/version must be standard fitment in the vehicle that it is used in and can be of different displacement		x	
13.1.3			Any permissible Land Rover engine, see permissible engine list			x
13.1.4			Engines may be modified to enable the use of unleaded petrol, electronic ignition, LPG (Liquefied Petroleum Gas), rev limiters.	x	x	x
13.1.5			Spark plugs, HT cables, ignition coil are free.	x	x	x
13.1.6			Additional gauges to monitor engine performance may be fitted.	x	x	x
13.1.7			ECU and engine mapping is permitted	x	x	x
13.1.8			Engine mounts are free.	x	x	x
13.1.9			Cylinder head(s) and all valve train components are free	x	x	x
13.2.2		Induction:	Air filter location, number and material are free	x	x	x
13.2.3			Carburettors may be changed subject to the original number fitted not being exceeded and original standard inlet manifolds are retained.	x		
13.2.4			Carburettors and intake manifolds are free		x	x
13.2.5			The forced induction coefficient does not apply to diesel engines. (See MSA Yearbook 2012. J.5.4.1)	x	x	x
13.2.6			A non-standard air to air intercooler or water to air chargecooler is permitted.	x	x	x

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Ref:	Section	Sub-Section	Regulation	Production	Modified Production	Modified
13.2.7			Forced induction boost levels may be increased	x	x	x
13.3.1		Exhaust:	The exhaust system may be modified.	x	x	x
14.1.1	**Radiators & Plumbing:**	General:	Replacement or additional cooling fan(s) may be fitted but must remain within the confines of the original bodywork	x	x	x
14.1.2			Oil coolers may be added but the coolers and associated pipework / plumbing etc. must remain within the confines of the original bodywork	x	x	x
14.1.3			The radiator may be fitted in any suitable location within the confines of the original silhouette. Coolant hoses and pipework may be re-routed but must be separated from the driver / passenger compartment by means of lagging (if metal pipework) and a solid metal cover (if rubber pipework) to protect all persons including marshals and spectators.			x
14.1.4			All pipework, header tanks etc. shall be covered to protect occupants, marshals and spectators should any part of the cooling system fail and cause water or steam to escape.	x	x	x
14.1.5			The radiator shall be shielded from the driver / passenger compartment regardless of its location. Louvre vents are acceptable as radiator shielding.	x	x	x
14.1.6			The cooling fan(s) must be protected by a grille, louvre or similar.	x	x	x
15.1.1	**Batteries:**	General:	Non-standard batteries are permitted but wet batteries must be fitted with anti-spillage caps. All types of battery must be separated from the driver / passenger compartment by means of a bulkhead or cover, must be securely fixed and if moved from the normal place of fitment must be adequately covered to contain any spillage in the event of a roll over. Covers do not have to be of metal; plastic and wood are acceptable.	x	x	x
16.1.1	**Gearbox & transfer box:**	General:	All types of Land Rover gearboxes and their component parts may be interchanged.	x	x	x
16.1.2			Automatic Transmissions must be fitted with an inhibitor to prevent the engine from being started in gear.	x	x	x
16.1.3			Limited Slip type (LSD) centre differentials are permitted only where factory fitted.	x	x	
16.1.4			Limited Slip type (LSD) centre differentials are permitted.			x