

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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Scrutineering & Off Road Committee Meeting

18th November 2017 starting at 13:00.

**THE BRITISH MOTOR MUSEUM
BANBURY ROAD, GAYDON, WARKS, CV35 0BJ**

AGENDA

1. Open the meeting.
2. Apologies for absence.
3. Acceptance of minutes the previous meeting.
4. Ongoing Topics.
5. Rule change Proposals
6. Class Q Information
7. Enquiries received since the last meeting.
8. Any other business this meeting.
9. Date and location of next meeting.
10. Close the meeting.

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Minutes of the Scrutineering & Off Road Committee meeting of 8th July 2017

Distribution:-

Via club secretaries who forward them accordingly to their club members, Scrutineering & Off Road Committee members, Log Book Scrutineers, Club Representatives, Council members and other interested parties.

Note: Recipients of these minutes need to ensure that these matters are discussed at club committee meetings and also to publicise any concluded issues in their club newsletters. In the majority of cases, the minutes are sent by post and e-mail to the secretaries of all competitive clubs, S&ORC, Log Book Scrutineers, club delegates and members attending the meetings.

There were 15 attendees and 7 clubs were represented with apologies from a further 8 clubs. There are 29 competitive clubs within the ALRC. Present were 7 members of the S&ORC plus a further 3 log book scrutineers.

The accuracy of these minutes will be confirmed by their acceptance at the next meeting.

Those present -

NAME	CLUB
Simone Birch (CM)	ALRC
Mark Whaley (S L CM)	North Eastern RO
Dennis Wright (S L CM)	Peak & Dukeries LRC
Tony Lockwood (S L)	Peak & Dukeries LRC
Tony Sinclair (S L)	Leics & Rutland LRC
Fraser Parish (S L)	Cornwall & Devon LRC
David Jeffrey (S L)	Cornwall & Devon LRC
Dave Canham (SLRCS)	Southern ROC

NAME	CLUB
Debbie Darby (CM)	Southern ROC
Charles Darby (G)	Southern ROC
Mark Baitup (G)	Southern ROC
Terry Buss (L)	Southern ROC
Richard Smith (L CM)	Midland ROC
Richard Banks (L)	Midland ROC
Paul Barton (R CM)	Surrey Hills LRC

S = Scrutineering Committee member. R = Club Representative. L = Log-book Scrutineer.
CS = Chief Scrutineer (of the named club) G = Guest CM = Council member.

Apologies for absence received from:

NAME	CLUB
Andrew Flanders (LCM)	Anglian LRC
Steve Kirby (S L R CM)	Hants & Berks LRO
Tim Linney (S CM)	Chiltern Vale LRC
Andy Wilson (R)	Dorset LRC
Graham Pink (L)	North Eastern RO
Paul Walton	North Eastern RO
Mark Pycraft (R)	Essex LRC

NAME	CLUB
Simon Saunt (S L)	Peak & Dukeries LRC
Andrew Sinclair (L)	Leics & Rutland LRC
Frank Champion (S L CM)	Lincs LRC
Malcolm Wilson (S L)	Lincs LRC
John Walters (R)	Staffs & Shrops LRC
Andy Dennis (L)	Staffs & Shrops LRC
David Mitchell	North Wales LRC

Note that the elected scrutineers committee members and log book scrutineers, marked (S or L) above, represent the ALRC as a whole; the club name is included for information only. Matters that are concluded will be marked CLOSED.

Any enquiries should be copied to Simone Birch, at the above address, so that they can be entered into the minutes of the meeting with the correct wording.

1. Open the Meeting.

The meeting was opened at 13:10 p.m.

2. Apologies for absence.

Apologies for absence were recorded. See table above.

3. Review the minutes of the previous meeting (18th March 2017)

There were no comments received on these minutes. The minutes were proposed by Terry Buss, seconded by Tony Sinclair and agreed unanimously. Signed by Mark Whaley.

4. Review of ongoing Topics.

a. MSA Off-Road Scrutineers. (23 March 2013)

Following the meeting of the MSA Cross Country Meeting held in May 2017 this matter has now been referred to the MSA Council for consideration at their meeting in September.

ONGOING.

b. Modified Class Vehicle Regulations – Engine sizes, Andy Dennis, Breckland LRC.

This has resulted in a Rule Change Proposal being submitted so will be covered under that heading.

c. Q Class Vehicles

Just for clarification: There will be no log book issued for a Q class vehicle.

Vehicles with roll cages will be issued with a yellow tag and the initial scrutineering paperwork showing clearly that the vehicle is a Q Class. Two photographs should be provided and the yellow tag number should be written on these. The competitor should then keep this paperwork and photographs to show at future events.

The remaining sheets should be retained by the log book scrutineer with notification sent to Dennis Wright on the usual check sheets only.

The yellow tags are free of charge.

When a person with a Q class vehicle arrives at a CCV or timed event or enquires about membership to compete in such events they should be told about the necessity of having two photographs and the fitting of a yellow tag. It must be remembered that not all clubs have a log book scrutineer present actually at their events and this may be something that needs sorting prior to entry, this is no different to the current situation.

Only one signature is required for the fitting of a yellow tag as no dimensions are taken.

This will be reviewed at the end of the two year trial period.

CLOSED

5. Rule Change Proposals

The Rationale

The availability of V8 engines is starting to dwindle. Many of them out there are getting tired and will require significant money spent on them so they can be re-engineered to a reliable condition. This rule change allows an approved engine from a vehicle over 10 years old to be used which will lead to a supply of newer donor vehicles coming available.

Proposal

Current wording:-

A.2 Source

Rover Company to 2001 – This was to allow car vehicles prior to that date.

Land Rover by whoever owned.

Vehicle specifications should be limited to European countries only and the engine must stay in the vehicle model it was manufactured in. (Implemented 18th October 2010)

New wording:-

A.2 Source

Rover Company to 2001 – This was to allow car vehicles prior to that date.

Land Rover by whoever owned.

Vehicle specifications *are* limited to European countries only.

Engines may be transplanted from vehicles over 10 years old that are on the ALRC Permitted Engine List. All other engines and any hybrid / electric propulsion systems must stay in the vehicle model it was manufactured in.

Proposed by Terry Buss (Southern Rover Owners Club)

Seconded by Dave Canham (Southern Rover Owners Club)

Comments

1. Forced induction petrol engines are already not allowed by virtue of C.3.4.

2. We may need to look at B.2.1. as well. Or do we leave it as this refers to acceptable replacements for standard class vehicles? In the main anything falling outside of this should still have a readily available direct replacement, there may be some odd BMW diesel engines out there, but how far do we go? But, the Acceptable Replacement for a V8 refers to a "maximum size listed in the vehicle size chart from product listed in A.2." when there is no product listed in A.2. Do we need another proposal to amend this to read "Any V8 engine as per A.2."?

3. The bit about Hybrids etc. is merely to prevent anyone getting any silly ideas that they may be able to build a vehicle with a drive system based on several hundred volts of DC....
4. Having the 10 year minimum age ensures that the engines used will be reasonably available.
5. There will need to be a robust agreement as to how an engine gets on the *ALRC Permitted Engine List*. Once something has been allowed the stable door will have been well and truly kicked down... Should this be by the application of a full rule change process so that inclusion is only after a period of time when everyone has the chance to reflect on what they are agreeing too or do we leave it so someone can turn up with a few of his mates to a meeting and get an engine listed with no prior warning? We need to make sure there are appropriate checks and balances in place.
6. There has also been a tidying up of the "should be" statement in line 3 of the rule. "Should be" is not compulsory and makes it sound like it is optional, whereas "are" is definitive.

When the rule change proposal was first discussed the following comments were received which resulted in the rule change proposal being formulated in the above format.

Murray Wiltshire, Wye & Welsh LRC

I am not a technical expert so my glaring question would be "How practical is it for a scrutineer in a field to check the age of an engine?"

I am not against a process of rolling changes, but I am unsure that allowing the engine age to be the deciding factor, because of the continual update/scrutiny that will be required in the future?

Malcom Wilson

Whilst not being against the proposal, I do feel, as Murray points out, it will be difficult for scrutineers to police this out in the field at meetings.

Also as Dave points out it would mean keeping a close eye on what's coming along in the future as regards available engines, and whether or not they would be acceptable for our sport, also does the ALRC want to have to go through the process of checking the suitability of various engines annually

Members of the S&ORC and log book scrutineers have been asked to bring their ideas on suitable engine sizes and their sources to the S&ORC meeting this afternoon for discussion by all.

Comments via email from:

Andy Wilson, Secretary for Dorset LRC

1. It appears that the main reason for proposing a rule change with regard to fitting of non-standard engine units is based on the apparent shortage of Rover V8 units. The consensus was that there is in fact no shortage of such units, and therefore no need to go down the BMW route.

2. More importantly, if it *is* decided to go ahead to allow transplants such as BMW 4.4L units to be dropped into Series vehicles, then there would not be a problem as far as Dorset LRC is concerned if those vehicles were then only allowed to compete in Modified Class competitions. Our feeling was that if this was the case, it would probably put a few people off fitting totally inappropriate power units that would debar them from entering standard class competitions. As long as an engine transplanted vehicle (i.e. one using an engine that was not at any time originally fitted to that vehicle) competes in modified class, we would have no objection to the rule change.

Mark Whaley said that in some parts of the country, one being the North East it is not possible to source Rover V8 engines as there is not the pool of vehicles of that age group providing them. Other makes of engines which are the equivalent specification are available in greater quantities.

Charles Darby said that the original discussion revolved around supercharged engines. This proposal would only allow naturally aspirated engines which would not require more stringent rules being applied by the MSA which could only be a good thing to keep our events as grass root motorsport.

If a list of acceptable engines is to be drawn up then there would need to be a period of consultation prior to allowing a new engine to be added to this list. This would need to then be updated regularly. It could be operated in a similar way to the tyre list of the MSA.

With some engines it is difficult to tell when they were actually manufactured as some are produced for a number of years and this could affect whether identical ones from either 2007 would be permitted but one from 2011 would not fit the 10 year criteria. The list would need to be categorised by engine type / family to avoid this being a problem but it is the intention that the family of engines must have been produced at least 10 years ago.

Suggested engine types were – BMW V8, Jaguar Land Rover V8, Jaguar Land Rover V8 diesel, Jaguar Land Rover V6 diesel, 4 cylinder Puma (there are 5 cylinder engines that have never been used in a Land Rover), 6 cylinder straight BMW diesel and BMW Td4.

Does maximum capacity need to be considered?

To progress – Fraser Parish asked “Are new classes going to be added to the ALRC Competition Regulations for the larger engines?” Would this apply to trials as well as currently there are only classes worked out by engine size for comp safaris. We need to be careful not to have too many classes for the number of entries.

Mark said that any comp safaris in the North East tend to only get entries from Class 8 or 9 – coil / air sprung up to 3600cc or coil / air sprung above 3600cc.

We need to create the classes so that all can be competitive in their relevant classes.

Charles Darby said that it is all very well having bigger engines but the competitors do need to actually finish at an event as well and this is not always the case!

ALRC events are laid out differently to AWDC events which often include long straights.

Adrian Neaves said that by allowing bigger engines in the ALRC regulations it would also mean that members would have a competitive car outside of the ALRC run events.

Mark Whaley pointed out that it would also hopefully increase the pool of cheaper engines.

The process for how an engine gets on the list does need to be worked out – at meeting 1 the engine is announced with details to support the inclusion on the list. This then appears in the minutes of that meeting and at the following 2nd meeting any further comments can be discussed and a vote taken at the 3rd meeting to confirm acceptance or not.

This would be a rolling program completed within a year for each engine but the list could effectively be updated after every meeting should the need arise, depending on when an engine has been proposed – initially this can be done at any meeting.

It is the intention that this current rule change proposal will go out to the clubs for voting on at next year’s ALRC AGM.

Andrew Neaves asked if this was the case is it worth including a proposal to give the option to change the classes. The time scale for proposals for this year has now passed.

It was thought that changing the wording on the existing proposal to the following would cover this.

New wording:-

A.2 Source

Rover Company to 2001 – This was to allow car vehicles prior to that date.

Land Rover by whoever owned.

Vehicle specifications are limited to European countries only.

Engines may be transplanted from vehicles over 10 years old that are on the ALRC Permitted Engine List. All other engines and any hybrid / electric propulsion systems must stay in the vehicle model it was manufactured in.

Vehicle Classes may need to be adapted to suit adoption of new engines. The engine list will define which class.

It would need to be ensured that all the regulations pertaining to engines would need to be checked to see if any clarifications needed to be made if this rule was accepted.

ONGOING

6. Class Q Information

The information received from member clubs to date was circulated to those present. See attachment.

Common modifications were dislocation cones, 100” wheel base, cut back hardtops, tray backs, and bumper issues

(tubular, removal of bumper end caps, no bumpers at all), off set wheels, diff locks, wheel spacers.

Some photographs have also been supplied.

It appears that whilst there are some new members joining clubs, some are existing members that have not trialed before because their vehicles did not comply with the rules. Most of the information is relating to RTVT’s

Adrian Neaves said that at the latest Staffs & Shrops LRC May Day event the highest placed Q class vehicle was a tubular chassis vehicle which came 5th overall. A standard ALRC 80” won the event.

The Q class vehicle drivers said they enjoyed the event. ALRC events are laid out differently to AWDC events.

It must be remembered that we only want information from Q class vehicles that belong to ALRC members i.e. members who have joined an ALRC club; not those entered at events under a privilege event permit belonging to non ALRC clubs.

Mark Pycraft, Essex LRC has sent in the following comments:

Looking back through records and my knowledge of vehicles we basically have 4 drivers whose vehicles do not comply with standard or modified regulations. Under normal circumstances they would have been obliged to remedy their vehicles but the inclusion of the Q class has allowed them to trial without extra costs. So from the point of view of Essex LRC, Q class is a valuable regulation.

This is therefore increasing revenue from the events which can only help clubs.

The list will be updated for each meeting.

Tubular Chassis - At the last meeting it was agreed that the use of a tubular chassis would require a rule change proposal to be submitted for this to be allowed. None has been received.

After the meeting in March there was some discussion on Facebook with regard to this decision not being correct with regard to Q class. Presently they are allowed in Q class.

Forced induction petrol engines are allowed in class Q provided they have come out of a Land Rover model.

7. Enquiries received since previous meeting.

a. Steering Wheel Knobs, Malcolm Wilson, S&ORC

At the ALRC National Rally where several vehicles were presented and passed at scrutineering it was queried by a marshal on the legality of using a steering wheel knob.

On checking previous S&ORC meeting minutes it was found that these were approved for use in May 2007, after an initial enquiry in January 2007 and some debate at the meetings.

This information is now to be added to the regulations in the ALRC Handbook to avoid confusion at future events and make all aware.

b. Brush Cutter Wires, Malcolm Wilson, S&ORC

A vehicle was presented at scrutineering for the ALRC National Rally comp safari with brush cutter wires fitted. The driver was asked to remove these which he reluctantly did.

On checking previous S&ORC meeting minutes it was found that these were outlawed in competitions in July 2011. This did use to be listed in the MSA Yearbook but appears to have been removed.

This information is now to be added to the regulations in the ALRC Handbook to avoid confusion at future events and make all aware.

c. ALRC National Rally Scrutineering, Peter Gladman, Wye & Welsh LRC

Following the National Rally a discussion took place in our committee about vehicles being passed at the National Rally which would not pass at one of our club trials. Examples given were no spreader plates behind tow balls, bare radiator pipes within the vehicle, bent roll cage. I understand this led to one scrutineer failing a vehicle and then another passing it.

We felt that if something does not comply with the green book and is passed then why bother having the rules.

Perhaps the procedures used at scrutineering need to be looked at to avoid these sorts of situations and inconsistent decisions.

It was explained at the meeting that some failed items were rectified by the entrants and then passed by the scrutineering team.

d. Suspension set up on a CCVT vehicle, Fraser Parish, Cornwall & Devon LRC

A club member has asked the following question.

Can I run the axle and radius are sent up like this? It is Discovery 2 trailing arms and mounts on a Discovery 1 rear axle? I have just bought the vehicle, it has competed at the Majors and other national and club events over the last few years.

Richard Banks said he had never seen this suspension set up at any of the Majors events where he had been the chief scrutineer. In his opinion this could not be guaranteed as safe as the components have been loaded in a way that they were not designed for.

Under C.5.5 all the bolts would need to be in place and fastened properly and tightened. There are bolts missing from the set-up which has been done to perhaps allow for more articulation.

C.5.1. states that any Land Rover suspension system and components may be used on many model and the suspension parts modified to accommodate the components.

This is not a complete system as it is a mixture between Discovery 2 and Discovery 1 parts.

Dennis Wright said as it does not represent a complete system he would not pass this set-up.

A vote to allow this set-up was taken by the S&ORC members present – For - 3, Against - 4.

Fraser will ask for the set-up to be changed.



e. Red, Blue and Yellow Tags (soon to be Light Blue as well) and Log booking – Dennis Wright, Log Book Secretary

Just to bring everybody up to speed regarding Competition Motor Log Book Tags. The following information is to be circulated to all members and log book scrutineers.

When a Motor 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, he 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 will be treated as a **NEW** build.

This means that the new main hoop will have to comply with the latest diagonal back stays. The MSA 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 Tag. If a Red/Blue is removed the Log Book should also be removed. These items should be passed onto the Log Book Secretary to amend records.

A table is to be designed to show the procedures that should be followed after damage has occurred.

The time allowed for the fitting of the yellow tags should perhaps be made mandatory so all have them fitted by perhaps the end of the year.

When vehicles are sold should the seller notify the log book secretary?

Answer – the log book should be returned to Dennis Wright so that the name and address can be corrected. This is a separate procedure to the 5 year check.

It is the tag number corresponding with the vehicle that is the most important detail and this should be checked by the scrutineer.

7. Any other business. None received

8. Date and location of next meeting.

Next Meeting – 18th November 2017

The location will be at the British Motor Museum, Banbury Road, Gaydon, CV35 0BJ.

Council - October 7th.

EGM / S&ORC November 18th.

Dates for 2018 booked at the British Motor Museum.

AGM / EGM / S&ORC – 17th March, 7th July, 17th November.

Council – 3rd February, 9th June, 6th October. Venue to be confirmed

9. Close the meeting.

Meeting closed at 15.10.