

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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

E-mail: tonybirch@btinternet.com
07786 443474

Scrutineering & Off Road Committee Meeting

17th November 2018 starting at 13:00.

**THE BRITISH MOTOR MUSEUM
BANBURY ROAD, GAYDON, WARCS, 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 7th July 2018

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 10 attendees and 5 clubs were represented with apologies from a further 6 clubs. There are 27 competitive clubs within the ALRC. Present were 6 members of the S&ORC plus a further 1 log book scrutineer.

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 |
| Steve Kirby (S L R CM) | Hants & Berks LRO |

| NAME | CLUB |
|---------------------|-------------------|
| Dave Canham (SLRCS) | Southern ROC |
| Terry Buss (L) | Southern ROC |
| Tim Linney (S CM) | Chiltern Vale LRC |
| Matthew Fulwood (R) | Chiltern Vale LRC |
| 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 (L CM) | Anglian LRC |
| Richard Smith (L CM) | Midland ROC |
| Mark Pycraft (R) | Essex LRC |
| Graham Pink (L) | North Eastern RO |
| Andrew Sinclair (L) | Leics & Rutland LRC |

| NAME | CLUB |
|----------------------|---------------------|
| Tony Sinclair (S L) | Leics & Rutland LRC |
| Malcolm Wilson (S L) | Lincs LRC |
| Andy Dennis (L) | Staffs & Shrops LRC |
| Adrian Neaves (CM) | Staffs & Shrops LRC |
| Charles Darby | Southern ROC |

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 1.00 by Mark Whaley.

2. Apologies for absence.

Apologies for absence were recorded. See table above.

3. Review the minutes of the previous meeting (17th March 2018)

There were no comments received on these minutes. The minutes were proposed by Dennis Wright, seconded by Tim Linney and agreed unanimously. Signed by Mark Whaley.

4. Review of ongoing Topics.

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

The MSA are planning to reintroduce the training and grade for cross country scrutineers. This is a long term plan but in the meantime it is possible to get authority from John Ryan to act as a scrutineer at an event. The protocol of how matters are being decided by the MSA has changed with various committees / stages now being involved and this has taken time to be set up.

It would be helpful if names could be put forward for consideration for this role with the MSA giving preference to those already known through events as acting as a club scrutineer. It is all about traceability. Those with a MSA scrutineering licences are already in the system.

Two letters have already been sent to the MSA and any others wanting to be considered should get in touch with Simone. These have been sent to John Ryan

There are a lot of capable members out there and they should be encouraged to take on this role for the good of our motorsport.

Dennis Wright said that at the moment if for any reason an MSA cannot attend an event then it is possible to contact the MSA and they will allow someone known within their system to fill in for the event. This has happened several times to allow Tony Lockwood to take on the role.

Tony Lockwood said he was told that the only way to achieve a permanent upgrade was to go through the training for all disciplines from the start to be able to run a track race by himself which is not something that is applicable to cross country motorsport.

Scrutineers from other disciplines do not usually attend cross country motorsport events but on the rare occasion that this happens the club scrutineers do all the scrutineering whilst they are the name on the permit application.

Matthew Fulwood said that this is something he would be interested in. He does act as the club scrutineer but this paperwork is now not sent back to the MSA unless there has been an incident at an event but should be kept by the club.

Other names to be sent in are Bert Bullough, John Walters, Kevin Stubbs (Staffs & Shrops LRC), Ray Godwin, Adam Godwin and Jamie Jones added after the meeting. (Wye & Welsh LRC).

The MSA scrutineering seminars were not held this year. Attendance is usually a requirement for MSA scrutineers.

ONGOING.

5. Rule Change Proposals

a. Current wording: B.7.2. The use of wheel spacers is prohibited. (Regardless of rules P.56.6 and J.5.8.2 in the 2017 MSA Yearbook).

This would remain in place.

New wording which would apply to RTVT's only.

E.2.5. In modified classes wheel spacers are permitted up to current MSA Yearbook Regulation P.56.6

Voting by clubs at this morning's AGM: For – 14, Against – 3, Abstain – 1.

This has now been ratified by the ALRC Council and will come in on 1st January 2019.

b. 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.

Maximum capacity allowable for each family of engine is that when fitted to a Land Rover product.

Voting by clubs at this morning's AGM: For – 17, Against – 1, Abstain – 0.

This has now been ratified by the ALRC Council and will come in on 1st January 2019.

The table that appears in the previous meeting minutes now needs clarification so that it can be added with the rule as agreed.

There was then a discussion about the capacity of the engines and the power output from them with the following final outcome being proposed by Mark Whaley, seconded by Matthew Fulwood and agreed unanimously by the members of the S&ORC present.

| ENGINE – Fuel Type & Capacity | | | COMP SAFARI CLASS |
|-------------------------------|--------|----------------|-------------------|
| BMW V8 | PETROL | 4.4litre | 9 |
| JLR V8 | PETROL | 3.2 – 5litre | 9 |
| JLR V8 | DIESEL | 3.6 – 4.4litre | 9 |
| JLR V6 | DIESEL | 2.7 – 3litre | 9 |
| 4 CYLINDER PUMA | DIESEL | 2.2 & 2.4litre | 8 |
| 6 CYLINDER BMW | DIESEL | 2.5 & 3litre | 8 |
| BMW Td4 | DIESEL | 2 & 2.2litre | 8 |

This table is to be added in A2 with the rule.

This table can be added to in the future by engines being proposed and discussed at the S&ORC meetings as previously outlined in the minutes.

Matthew Fulwood queried whether this table should be added under L1.3 Competitive Safari instead.

Mark Whaley said that as the table referred to engine classes which were defined under A then that table should remain there.

It was intended that the engine list apply to all vehicles in all disciplines, not just for comp safari. Any change in engine does place a vehicle in the modified class.

Dave Canham envisaged that the full list of all eligible engines would be added to the rule but Mark replied that it had previously been decided that a table of families of engines would be produced and this is what had been done to show engine types.

c. The following rule change proposals has been received from Chiltern Vale LRC, proposed by Matthew Fulwood and seconded by Tim Linney.

Matthew said that Chiltern Vale LRC had run several RTVT's where Q class vehicles had been entered with bigger than standard tyres on and would like to incorporate them into the rules. None of these entries are prepared to change their tyres to those already permitted.

In general in the Q class returns from all clubs, bigger tyres do not appear in significant numbers as the reason that a vehicle has been placed in the Q class.

Mark Whaley pointed out to the meeting that these rules change proposals are going through the usual Rule Change process and are not linked to evidence from the Q class returns.

Member clubs need to be discussing this at their committee meetings so that an in depth discussion can be carried out at the next S&ORC in November and the decision made as to whether or not the proposal is acceptable. This decision would then go to the ALRC Council for ratification on whether to go to the clubs for voting on or not.

i. Event Specific Regulations

The proposed changes are for RTV Modified class only, no other event type.

Section E - Road Taxed Vehicle (RTV) Trial-Specific Technical Regulations

E.2.5. For Modified RTV class, up to 35" maximum inflated diameter tyres may be used.

Rational: The rules already permit 37" tyres (B.8.1) for competition use. And with the advent of Q class and the modern trend to run larger tyres (common sizes 33.10.50, 35.10.50, 285/75. 305/70, 315/75. 33.12.50) we should allow these sizes as part of the regular rule set, but limit them to modified class only. Larger tyres may mean worse turning circle and trials performance, but these are not reasons to want to turn people away.

Land Rover 101 vehicles have been entered in the past with no significant land damage occurring. It was pointed out that a 101 vehicle would be driven differently than a 90 due to the height.

Dennis Wright said that there was a potential safety aspect with allowing bigger tyres. The wheels are a lot further out than the axle cases. The bolts that hold the stubs to the casings are not stronger and there is more leverage on the bolts. Cut bodywork is also usually required to accommodate the tyres.

Steve Kirby said that it would not be a good idea to use wheel spacers as well with larger wheels and tyres.

If a wheel and tyre is legal to use on the road should we not be allowing them into our events.

Terry Buss said that larger tyres are usually added to give more ground clearance and better approach angles which do give a competitive advantage.

Dave Canham said that by allowing bigger tyres in the general rules then C-o-C's would start to lay out more challenging RTVT's to try and catch the vehicles out.

ii. Section E - Road Taxed Vehicle (RTV) Trial-Specific Technical Regulations

E.2.6. For Modified RTV class, if the stated tyre width (stamped on the tyre sidewall) is equal or greater than 285(mm) or 11.50(inches) then deep dish rims with greater than a 4"/102mm offset (between the outer flat of the nave plate and the external face of the bead area) are permitted.

Rational: This rule goes hand in hand with the E.2.5. Rule proposal above. Bigger tyres will often be mounted to a 10" wide rim. It is practically impossible to buy a 10" wide Land Rover rim that has a 4" or less offset as per current B.7.1 rule.

Terry Buss asked was there a maximum offset that should be stated in this proposal?

Mark Whaley suggested that members did some research to find out what the size of offset typically is on the bigger wheels and tyres and bring this to the next meeting to be discussed and added to the proposal as necessary.

Steve Kirby said that manufacturers often quote the inset from the inside of the wheel. Many years ago the ALRC decided to take the measurement from the outside of the wheel so it could be done without taking a wheel off the vehicle.

iii. General Vehicle Regulations

The proposed changes are for Modified class only.

Section C - Modified Class Vehicle Regulations

C.8.3. 100" wheelbase with Defender or Series bodywork is permitted. All other minimum dimensions as per a Series 1, please refer to the Vehicle Sizes Chart. The silhouette as viewed from the side must still resemble the shape of a Land Rover.

Bobtailed rear bodywork is not permitted.

Addition to Production Vehicle Sizes Chart

Vehicle Sizes Chart entry for 100" Defender/Series:

| ↓ | 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 |
|-----------------------|------------|---------------------------|-------------|---|--|---|----------------|--------------------|-----------------------------------|
| 100" Defender/ Series | 100" 8' 4" | n/a | 19" 1'7" | 20½" 1'11½" | 22" 1'10" | 152" 12' 8" | 60½" 5' 0½" | 60½" 5' 0½" | 16½" 1'4½" |

Rational: With the relative abundance and affordable prices of Discovery 1, 2's and classic Range Rovers. They make ideal candidates for a trials vehicle base. However the large bodywork can make them less suitable for many of the events we run. There are also legal implications and grey areas with changing a vehicle's wheelbase and body, as per making a traditional 80" or 88" coiler. Converting a 100" chassis to use Defender/Series bodywork would likely be deemed a body type change with the DVLA, and may not require additional IVA/SVA to keep them road legal. As well as offering a reduced cost way of making a more competitive trials vehicle.

In addition, Land Rover did actually produce a 100" model for the French and Swiss Army's in the late 1970's. Production run was low, but it was still a manufactured vehicle by Land Rover, (Rule A.3.).

Note from ALRC Council - The 100" vehicles referred to were just prototypes.

Dennis Wright pointed out that there were already vehicles above 100" competing – 101", 107", 109", 110".

Mark said that there was the potential benefit now that there were many Bowler 100" type trialers that were sitting in sheds - no longer competitive in the more exotic off road motorsport events that may be used if this rule was accepted. There has been 1 entry in a Lincs LRC comp safari under Q class

6. Class Q Information

Very little information being received from clubs – all seem to be more of the same vehicle being entered.

7. Enquiries received since previous meeting.

a. CCVT Trial Tyres – Duncan Findlay, Somerset & Wilts LRC.



I was wondering if I could find out a definitive answer about ccv Trial tyres. I have read the rules and regulations and it stipulates that tyres must be road legal (as in not dumper/agricultural/open block). They can however be re-cut, as ccv trucks are not required to be road legal vehicles. Does the term "re-cut" mean re-grooved (as in deepening the current voids when the tyre begins to wear down) or can we go further and remove some of the existing tread blocks. I ask as I run Malatesta Kaimans (Simex Jungle Trekker copies) and have seen guys who compete in other 4x4 mud events with blocks removed to help prevent the tyre clogging up with mud. I'm keen to have a go but would like an answer from the ALRC before I create a set of tyres that are neither competition standard or road legal. Any advice would be greatly appreciated.

Discussion at meeting.

The MSA Regulation under Permitted Tyres, List 5, Tyres for Cross Country Events.

10. *It is prohibited to re-groove tyres in this list. (Competitive Safari, Hill Rallies and Point to Point).*

This list applies to times events only.

ALRC Regulation B.8.2

Tyres may be changed to any type other than tractor or implement tyres, "maxi-cross" type tyres or those fitted with studs or chains. (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.)

In the guidelines for Scrutineering under Tyres it does state that re-cutting of treads is allowed in all events except RTVT where road legal must be used (Page 111 ALRC Handbook).

This is not a regulation so will be rechecked before the next edition of the ALRC Handbook to make sure that re-cutting for speed events are not allowed.

This question was also raised in the S&ORC meeting held on the 9th July 2016 where it was agreed that there was not a problem at events that it was allowable to re-cut tyres for use in CCVT events.

If the MSA change the tyre listing information then we will need better information in the ALRC Handbook.

To be discussed at the next meeting to determine if a rule change is necessary to be added to the ALRC regulations as a clarification.

ONGOING

b. Seat belts in competition vehicles –Matthew Fulwood, Chiltern Vale LRC.

I've had some questions directed to me over the National weekend, which I don't know the answers too.

Question 1:

Why is it that for RTV the occupants are better restrained than they are for CCV events, despite there being greater need to better restrain vehicle occupants in vehicles that are more likely to roll over?

Question 2:

Why do CCV vehicles not require helmets, especially when only using lap belts, as during a rollover people are very likely to hit their head on the exposed roll cage?

Dennis Wright said that the same grade of MSA permit is applied for both RTVT and CCVT. Neither requires a helmet by the MSA.

Matthew was concerned about members banging their head on the roll cage in CCVT but it was said there are the glass windows and bodywork in a RTVT

As the ALRC we could add something to the regulations requiring helmets for CCVT but this would require a rule change proposal to be made and the clubs to vote on it. There is nothing stopping any member from wearing a helmet if they choose to.

It should also be remembered that seat belts should be worn as fitted in CCVT. If a full harness is fitted and the straps cannot be unclipped then they should be worn as a complete unit and not tucked behind the driver or passenger. They should also be correctly tightened up. Most do have full harnesses fitted.

It is possible to buy inertia lap belts but in RTVT's these are only allowed in Series vehicles built before 1965.

c. MSA Cross Country Committee Regulation Changes For Consultation

All clubs should have received the Regulation Changes for Consultation from the MSA with views needed by the 24th August 2018. The regulation are planned to be implemented on the 1st January 2019,

The following proposed changes to the MSA regulations were discussed at the ALRC Scrutineering and Off Road Committee meeting held on the 7th July 2018 with the ALRC supporting both changes for implementation on the 1st January 2019.

Current Regulation – Section P

56.7.4. Competitive Safaris, and Hill Rallies must specify tyre eligibility from Tyre List 5 in the SR's.

Proposed Regulation.

56.7.4. Competitive Safaris, and Hill Rallies must specify tyre eligibility from ~~Tyre List 5~~ in the SR's. **Tyres will be classified as all Terrain, Mud Terrain or Extreme and will be judged against the AT and MT patterns from leading manufacturers, including BFG and General Tire.**

Reason: The change maintains the sports need to consider ground damage and to manage the use of aggressive tyres whilst removing the burden of maintaining extensive lists of readily available consumer tyres. This also removes the delay for newly introduced tyres being eligible as they will no longer have to wait to be specifically approved.

It was agreed that this rule change would make scrutineering vehicles easier, as long lists that may or may not be up to date would no longer be required. There was a problem last year when a tyre was reintroduced (Bronco Diamond Back) into the list as it had been removed although there were a lot still in circulation.

This rule would only apply Comp Safari vehicles. It was thought that there were enough experienced scrutineers within the ALRC for this rule to be applied easily.

There is also the ALRC regulation L.6.1 which states that tyres that are deemed to be over-aggressive by the event organisers will be prohibited.

It was proposed by Tim Linney, seconded by Mark Whaley and agreed that this regulation should be supported by the ALRC.

60.5.1 (No current regulation). **The engine must not produce visible smoke or exhaust emissions during the event, however reasonable emissions, such as the occasional “puff” are tolerated. Any official of the event is empowered to judge this.**

If the competitor is unable to affect a solution during the event they shall be disqualified from the competition.

Reason – Visible smoke and excessive exhaust emissions pose a serious health hazard to marshals and spectators and on trials sections in particular the close proximity of competitor’s vehicles to marshals is at the very least unpleasant and is leading to a shortage of volunteers.

There were some reservations about the wording of the occasional “puff” and how this could be misinterpreted by some as reasonable. The colour of the smoke could also be an indicator. We cannot allow vehicles to carry on emitting black smoke as they are driven round sections.

It was proposed by Mark Whaley, seconded by Steve Kirby and agreed with one abstention that this regulation should be supported by the ALRC with the reservation on the word “puff” being added to the support.

A letter is to be sent to the MSA by Simone after consultation with Mark and Paul.

d. For information only - From the mornings ALRC EGM, there will be a change to the National Rally SR’s to add the information about removal of tags from log booked vehicles. It must be remembered that the tags and log books remain the property of the ALRC and do not belong to the individual.

8. Any other business. None Received

9. Date and location of next meeting.

Next Meeting – 17th November 2018

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

10. Close the meeting.

Meeting closed at 14.55.

Q CLASS RETURNS up to 29.07.2018

| CLUB | RTVT | CCVT | TYRO | COMP | COMMENTS |
|-------------------|------|------|------|------|---|
| W&WLRC | | x | | | Dislocation cones, disc hand brake, wheels wider offset with bead locks. |
| | | | x | | 100" wheelbase |
| NERO | 2x | | | | 88" coiled lightweight body rear hardtop cut back |
| | x | | | | Tray back |
| | 2x | | | | Discovery - Front bumper not correct, rear bumper not fitted. All wheel arches cut beyond ALRC Handbook, relocation cones. |
| | | | | | Front bumper non-standard and not to profile, rear bumper not fitted. Wheel arches cut beyond ALRC Handbook. |
| | 9x | | | | Front bumper non-standard and not to profile, rear bumper not fitted. Wheel arches cut beyond ALRC Handbook. |
| | 7x | | | | Rear roof shorter than body - incorrect profile. Door tops removed. |
| | 7x | | | | No front / rear bumper, cranked radius arms, off set wheels, dislocation cones, front & rear shortened, wheel arches and front profile. |
| C&VLRC | 5x | | | | 20-30% of vehicles in the events. Defenders, Discovery (1+2), 80 " coiler CCV. The CCV motor is a fully log booked ALRC compliant vehicle and is road registered and has number plates. Previously it would fail on body type / silhouette/ lack of door tops/ full canvas etc. for a RTVT. |
| | | | | | Larger than 33" diameter tyres - none bigger than 35" |
| | | | | | Wider offset rims exceeding the 4" dish allowed now. |
| | | | | | Tubular bumpers, removal of bumper end caps. |
| | | | | | Wheel spacers, lift spacers / packers. |
| | | | | | Cranked radius arms, caster corrected front radius arms. |
| | | | | | Dislocating suspension systems |
| | | | | | Body lifts |
| | | | | | Locking differentials and limited slip diffs |
| | x | | | | Road legal 80" |
| | x | | | | 300Tdi pick up with ATB differentials |
| | x | | | | 80 coiler with wheel spacers, deep dish rims and 34" tyres. No doortops for part of day. |
| | x | | | | Bobtailed Range Rover |
| | x | | | | Series III - Front wheel spacers |
| NWLRC | x | | | | Wide offset wheels with 33/12.5/15 tyres. Wide arches and tubular winch bumper. |
| | | | | | New member - no off-roading before. |
| | x | | | | Cranked rear trailing arms, tubular winch bumper. |
| | | | | | Existing member - green laning but never trialled before. |
| | x | | | | Wide offset wheels with 285/75/16. Wide arches and tubular winch bumper. |
| | | | | | Dislocation cones, front, dislocation hooks rear. ARB air lockers front and rear. |
| SHLRC | x | | | | Slightly non standard winch bumpers |
| LLRC | | | | x | Diff lock, rear radius arms. |
| | | | | x | 100", suspension type coil assisted. Diff lock and fiddle brakes. |
| ELRC | x | | | | Discovery bobtail, cranked radius arms, tubular winch bumper. NEW MEMBER |
| | 2X | | 3x | | Non standard bumper |
| | 3x | | | | Oversized offset on wheel rims |
| | 2x | | | | No door tops. |
| | 4x | | x | | Wheel spacers. |
| | | | x | | Oversize tyres, oversize rim offset, dislocation cones, cranked radius arms. |
| S&SLRC | x | | | | Wheel spacers, non standard bumper |
| | | x | | | New member - no bumper, locking diffs |
| | | x | | | Open event - no bumper, locking diffs |
| | | x | | | New member (NWLRC) - no bumper, tubular chassis, four link rear suspension |
| | x | | | | Originally entered as Class 10 but no split windscreen. NB. Would conform for a CCVT if roof & windscreen are removed |
| | x | | | | New member - Bobtail |
| | x | | | | Originally entered as Class 11 (RRLRC) - Offset wheels, wheel spacers, front bumper, Non standard radius arms |
| | x | | | | Originally entered as Class 4 (NWLRC) - front bumper |
| | x | | | | Originally entered as Class 11 - front and rear bumpers, offset wheels, non-standard radius arms |
| | x | | | | Front and rear bumpers, offset wheels |
| MROC | x | | | | (MROC) - front and rear bumpers |
| | x | | | | Tyres - 33x12.50R15. Modular wheels - >5.5" offset. Tubular winch bumper. |
| | x | | | | Road legal CCVT motor run in RTVT. Entered with screen, door tops and tilt. |
| | | | | | Scrutineered to CCVT standard. Class 10. Not really a Q class entry. |
| | x | | | | Tyres - 255/85R16. Modular wheels - >4" offset. Class 4 vehicle with correct wheels. |
| | x | | | | Bikini Hood. Full screen, door tops, hoops on place. With correct hood would be Class 2 |
| | x | | | | Discovery with cut rear wheel arches |
| LRLRC | 2x | | | | New member - Dislocation cones, cranked radius arms - front and rear. |
| | x | | | | Wheel spacers |
| C&DLRC | | | | x | Steering quickener & adjustable panhard rod. |