

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



Please Reply to: Simone Birch
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E-mail: tonybirch@btinternet.com
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Scrutineering & Off Road Committee Meeting

16th November 2019 starting at 13:00

**THE IBIS HOTEL, DIRFT EAST, PARKLANDS, CRICK,
RUGBY, NN6 7EX**

Please remember to register your vehicle at the hotel reception desk

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 6th July 2019

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.

The elected Scrutineering & Off Road committee members and log book scrutineers, marked (S or L), 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 directed to richardbanks195@btinternet.com and copied to Simone Birch at the above address, so that they can be entered into the minutes of the meeting with the correct wording.

There were 17 attendees and 8 clubs were represented with apologies from a further 7 clubs. There are 27 competitive clubs within the ALRC. Present were 10 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
Richard Banks (S L CM)	MROC
Andrew Neaves (CM)	ALRC
Mark Whaley (S L CM)	NERO
Andy Scarr (G)	NERO
Dennis Wright (S L CM)	P&DLRC
Tony Lockwood (S L)	P&DLRC
Martin Ambrey (L)	P&DLRC
Simon Saunt (S L)	P&DLRC

NAME	CLUB
Steve Kirby (S L R CM)	H&BLRO
Dave Canham (SLCS)	SROC
Mark Baitup (R)	SROC
Adrian Neaves (S L CM)	S&SLRC
Tim Linney (S CM)	CVLRC
Matthew Fulwood (SLR)	CVLRC
Stuart Newton (CM)	CVLRC
Mark Pycraft (R)	ELRC

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
Malcolm Wilson (S L)	LLRC
Lee Houlby	LLRC
Richard Howard (R)	LLRC
Richard Smith (L CM)	MROC
Andrew Sinclair (L)	L&RLRC
Tony Sinclair (L)	L&RLRC
Steve Limb (R)	L&RLRC
Charles Darby	SROC

NAME	CLUB
Debby Darby	SROC
David Mitchell (R)	NWLRC
Fraser Parish (S L)	C&DLRC
David Jeffrey (S L)	C&DLRC
Andy Wilson (R)	DLRC
Ray Godwin (L)	W&WLRC
Adam Godwin (L)	W&WLRC

1. Open the Meeting.

The meeting was opened at 1.05 by Richard Banks

2. Apologies for absence.

Apologies for absence were recorded. See table above.

3. Review the minutes of the previous meeting (16th March 2019)

There were no comments received on these minutes. The minutes were proposed by Dave Canham, seconded by Mark Whaley and agreed unanimously. Signed by Richard Banks.

4. Review of ongoing Topics.

a. Motorsport UK Off-Road Scrutineers. (23 March 2013)

Motorsport UK have now asked for a CV to be sent in by anyone who would like to be considered to act as a Motorsport UK scrutineer.

Interested parties are to be asked to send a CV to Simone so it can be forwarded onto Motorsport UK with a supporting letter from the ALRC. Any relevant work experience should be listed as well as any scrutineering currently carried out within their member club and interclub events. A brief resume should be sufficient.

It was felt that only current log book scrutineers / S&ORC could be supported by the ALRC but this would not preclude other experienced members being nominated by their own member clubs.

We are unsure if Motorsport UK will require extra training to be undertaken by the applicants. This highlights something that has been discussed at Council meetings regarding the importance of attending the ALRC S&ORC meetings so that members can be involved with updating the regulations continually as necessary. It is only by discussion that this can be achieved and benefits the ALRC as a whole. We know that some clubs are fed back the information from the S&ORC meetings but this is not always the case in all clubs.

CV from Richard Banks has been submitted to MSA. RB agreed that this could be supplied to S&ORC members who wished to use format that was used as guidance.

ONGOING.

5. Rule Change Proposals

a. Part 1 General Vehicle Regulations

Section B – Standard Class Vehicle Regulations

B.19 RECOVERY POINTS

B.19.3. A pair of Land Rover factory specification D rings are deemed suitable for recovery up to and including RTV trials. (Implemented 16th March 2019)

After discussion at the ALRC S&ORC meeting held on the 16th March 2019 the ALRC Council ratified the following addition to the ALRC Competition Regulations which takes immediate effect.

b. Event Specific Regulations

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.

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.

These linked regulations have been ratified by the ALRC Council on the 15th June 2019 for implementation on the 1st January 2020.

c. General Vehicle Regulations

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.

This regulation has been ratified by the ALRC Council on the 15th June 2019 for implementation on the 1st January 2020.

d. Proposed amendment to Rule B.19.1 Recovery Points – See attachment for full rationale and photographs from Al Reaney & Simon Saunt (S&ORC), Peak & Dukeries LRC.

Proposed new wording to regulation B.19. Recovery Points – Changes in red / italics.

B. 19.1. Adequate front and rear recovery attachments must be provided for recovery purposes in all events. Bumpers, tie-down rings, lifting rings or Range Rover/Discovery “tow fittings” are not adequate. Factory specification (or better) trailer hitches are acceptable.

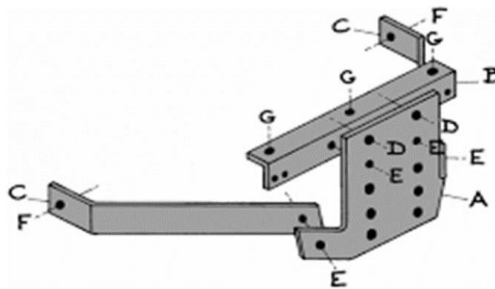
If a tow-ball is fitted, welding alone is insufficient – high tensile nuts and bolts must be used for attachment. If the recovery point is attached to a bumper, the bumper must be attached to the chassis with high tensile nuts and bolts.

Where recovery points attach through the chassis or bumper there must be a minimum of a 3mm thick, mild steel spreader plate behind its mounting point,

“Where it is not possible to fit a spreader plate (such as late Defenders cross members) then any recovery point must attach using a minimum of the 7 designated fixing points (D,G,F. Diagram A) using high tensile bolts. Point F should attach to the designated points on the fuel tank frame or if not present can bolt through the longitudinal chassis rails

*Points “E” must be bolted together with high tensile nuts and bolts as per the manufacturers design. The towing attachment must **Not** be attached at point D. Tow attachments must be fitted using high tensile M16 bolts and nuts or equivalent. Drop plates / recovery systems can be shortened or purpose built provided they attach to the vehicle by the same 7 bolt method and are of equal or greater strength and design”.*

Diagram A



Factory specification recovery points, when installed and used as vehicle handbook, to the following generations of vehicle are deemed suitable for recovery up to and including RTV Trials:

- Range Rover P38A and subsequent generations
- Discovery 3 and Subsequent generations
- Freelander, all generations

Where winch bumpers, HD bumpers or underbody protection are fitted incorporating the recovery point, these must be attached to the vehicle chassis with High tensile nuts and bolts to designated bumper attachment points or alternative equally reinforced holes. “Built in” or

Welded attachment must be of suitable design to withstand the forces of recovery and will be subject to the discretion of the scrutineer. Bolt in or swivel attachments must attach through a minimum of 6mm mild steel or incorporate a 3mm mild steel spreader plate and attach via high tensile nuts and bolts where applicable.

B19.2. A pair of Land Rover chassis-Shackles (forged JATE rings) are suitable *when used together*.

B.19.3. A pair of Land Rover factory specification D rings are deemed suitable for recovery up to and including RTV trials. (Implemented 16th March 2019)

Comments at the meeting -

There is the problem with not being able to check if tow points on a TD5 have the 3mm spreader plates fitted. Some were presented at the National Rally with the towing configurations as detailed in Diagram A.

We are aware that there is a problem with the TD5 cross members not being able to be checked due to the position of the fuel tank. Should a revised regulation be specific to types of cross members as opposed to vehicle types? We are aware that the TD5 type cross member may be fitted to earlier vehicles as an easy to source replacement part.

It is thought that there is a difference between a towing point and a recovery point.

It is not often that 6mm section is present on vehicles, hence the requirement for a 3mm spreader plate as well.

Mark Pycraft said that when the regulation on 3mm spreader plates came out most of the Essex LRC members who had 300TDi with TD5 cross members on their vehicles had to change their rear cross members to become tubed and plated on the back so that their club scrutineer would accept them.

It is down to what the scrutineer feels is safe at the event. Diagram A (above) is seen as something that could be a suitable alternative.

It was thought by the meeting that it would be better to make the regulation relevant to different styles of vehicles and their cross members.

Standard class vehicles could have factory specification fitted recovery points with modified vehicles requiring a spreader plate?

Series vehicles with bolt on recovery points should have a spreader plate as best practise. Early Defender type vehicles should be the same configuration as Series vehicles.

Later Defenders could have something like Diagram A because the captive nuts will not be sufficient.

Range Rover, Freelander and Discovery vehicles also need to be considered for events other than RTVT's.

The current rule does not cover a replacement cross member on a Defender which has captive bolts.

A scrutineer needs to be able to check what is there – this is also an issue on some trialers that are built with the fuel tank close to the cross member. If a club scrutineer has checked the vehicle once then he is aware of what has been done but this is not so easy at interclub events where the scrutineer may not know the vehicle.

Andrew Neaves asked - Are we wanting to give guidance or create a new rule? Members that are building vehicles should come for advice but this generally does not happen until the vehicle is presented for log booking.

Richard Banks said that the rules should give a scrutineer robust guidance on what should be on a vehicle and what to check.

The last picture on page 9 of a built in / welded eye was not thought to be a suitable fitting for recovery.

Dave Canham pointed out that when scrutineering at events and a spreader plate was visible then it was easier to pass a vehicle rather than worry if the size of only a section is sufficient.

It was suggested that the proposal wording could be changed and broken down into different numbered regulations i.e. B.19.1,2,3,4 etc.

If it was said that all nuts and bolts should be high tensile as a number regulation it would not need to be repeated in each one.

Richard Banks said he was conscious that we had a procedure in the book on how to proceed with rule changes and a problem at events that scrutineers had to deal with by making decisions as to the eligibility of vehicles. Competitors are not always the easiest of members to discuss matters at events with. Anything that helps a scrutineer ensure that vehicles are safe to be used is welcomed.

Simon Saunt said he was happy to work on an amendment to the proposal ready for discussion at the next meeting as laid out in the Rule Change Procedure. This would be circulated by Simone, when it is received to members of the S&ORC and log book scrutineers. Prior to the meeting members can reply to Simon Saunt with any relevant suggestions and this will then be further discussed at the November meeting.

It may also be helpful if some of the information in the document could be added to the Scrutineering Tour guide in the ALRC Handbook.

In future years, all rule change proposals will be circulated to members of the S&ORC and log book scrutineers, prior to the July meeting when they are received by Simone so that some thought can be given to them to help the discussions at the meeting. It may be that then members email in their comments but do not attend the meetings in person, which is not what we want to happen.

That said, very few of the log book scrutineers are heard from at all, with neither a great many not attending meetings nor sending apologies. A dispensation has previously been given to the log book scrutineers from Scotland. When members take on the role of acting as a log book scrutineer they do agree to attend meetings. This is seen as an important part of the role so that any issues seen at events and raised at meetings can be addressed by all to come to an informed decision on how to proceed.

e. The following rule change proposal was received outside of the timescale allowed for in the official process but is something to think about for the future.

It was acknowledged to both proposers on 25th June 2019 and also forwarded to Richard Smith and Richard Banks (Chairmen on ALRC and S&ORC) with the following statement:

This will need to be added to the rule change proposals for discussion in 2020 unless it is decided otherwise, as it is outside the cut-off submission date of 1st June.

No dispensation for allowing it this year was given.

Proposed by Simon Saunt P&DLRC Seconded by Dennis Wright P&DLRC

I propose a new rule should be added to section C.6 to allow Coilover or Airshocks to be used in place of the factory suspension springs and should read:-

6.2.3. Coil over or air shock absorbers may be fitted to replace the land rover springs.

The shock absorbers are already allowed so not a big extra expense and it would allow some otherwise uncompliant cars to enter events in the same vein as allowing 100" wheel base cars.

Coilover shocks also look good so it elevates the image of the ALRC and our events, which in turn attracts more attention from the media and makes us more attractive to potential sponsors and competitors alike.

ALRC Regulation C.6 Dampers states the following:

C.6.1. Additional dampers may be fitted.

C.6.2. Damper mounts are free.

Presently coilovers are allowed under this regulation but the original springs must be retained.

Dennis Wright said that the proposal was for discussion only at this stage.

Stuart Newton asked that if a spring is removed, is the mounting going to be strong enough to take the shock. The mountings would need to be changed and this is allowed for modified vehicles. The safety then needs to be considered.

Mark Whaley said that the use of coilover shock absorbers have been in use in other branches of motorsport for over fifteen years and he is not aware of any failures of the components. It is well proven technology but would it move the ALRC away from where it wants to be in the Forward Plan? That is the big decision – not, if it is technically ok but as we move forward it will become increasingly difficult for us to either be at the vanguard of motorsport, be this down to cost or extremism, or do we want to remain where we are and become similar to the British Sports Car club.

Steve Kirby said that this discussion was very similar to ones held years ago about using rose joints on radius arms with the decision made then that the rubber must be kept in place. This might be a similar problem.

Matthew Fullwood asked what exactly the definition of a coilover was. Could a Macpherson Strut be classed as one as this is already allowed for on some vehicles. This does not mean that they can be automatically used on all other vehicles.

Adrian Neaves said that the reason coilovers are wanted is that they are better for comp safaris as they are more tuneable for the different ground used. There is no advantage in trials.

The discussion was summarised by Richard Banks – the technology advance is moving forwards, the appeal for the ALRC to embrace new technology, the significance of changing axles and suspension parts outside of what they were designed for – this has been stamped on in the past by the S&ORC.

The rule change proposal needs to be much more specific as to what is and what isn't allowed. If coilovers are to be allowed – where are they permitted to be used and what components will be permitted to be changed? Within the spirit of our regulations what changes would be allowed?

The proposal requires further work before it can be submitted as a rule change proposal.

6. Class Q Information

Richard Howard, Lincs LRC has sent in a letter stating the following but unfortunately he was not able to attend today's meeting.

The committee of Lincs LRC feel that the stopping of Q for CCVT and Comp Safari is a backward step and needs to be reconsidered, we can see from data supplied by clubs there has not been much feedback but feel as a club that interest in these disciplines was growing. We all know in these difficult economic times that one entry can be the difference between event profit or loss at a club level. The Lincs LRC would like the ALRC to reconsider this decision.

There has been very little change over the last three months with more of the same vehicles being entered in club events – ranging from a single time up to 14. There have been 51 listings in RTVT, 6 in CCVT, 6 in Tyro, and 2 in Comp Safari with details being returned from 11 clubs. Very few clubs are returning information now.

Some of the vehicles listed will be taken out of Q class in 2020 with the new regulation on tyre sizes and 100” vehicles coming in.

It was not thought necessary to change the Q class to encompass other events at this time without compelling information coming from the clubs.

7. Enquiries received since previous meeting. None received

8. Any other business.

a. Smoke emissions from Vehicles.

When looking at photographs from the National Rally Team Recovery event you can clearly see one of the vehicles in silhouette behind a lot of black smoke. This was discussed by the ALRC Council after the event and agreed that Richard Banks would write to the club.

Copy of letter sent by Richard Banks to Lincs LRC

It was reported to the Scrutineering team at this year’s ALRC National Rally that the vehicles from Team Kindergarten’s Dirty Diesels (Lincs LRC) were seen to produce excessive smoke during the Team Recovery event.

All Clubs have been made aware of Motorsport UK Rule 60.5.1, Cross Country Events [P] 60.5.1. The engine must not produce visible smoke or exhaust emissions during the event, however

reasonable emissions, such as an occasional “puff” are tolerated. Any named 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. (reproduced from the 2019 Motorsport UK Yearbook book)

Please relay to Drivers David Summerfield and Nathan Pearson that the Event Officials and observers at the Team Recover have raised this issue with the ALRC. This concern over vehicle emissions will be a discussion point within the ALRC Council and at the next SORC meeting to be held on 06 July 2019. The SORC meeting will undoubtedly continue to support cleaning up dirty vehicle emissions and this ultimately may lead to competitor exclusion from events.

Rule 60.5.1 is a Motorsport UK instruction covering our Motorsport activities. It is intended to improve the safety and health of Event Officials, Spectators, Entrants as well as improving the perception of our sport. We all have a responsibility to uphold the rules of our Association the ALRC and our Governing body Motorsport UK.

We hope to see a positive response from Lincs LRC for supporting regulations that are intended to improve the safety and health of our Club Members whilst improving the perception of our sport. A failure to meet the challenge of environmental concerns surrounding Motorsport will undoubtedly lead to further regulation and restriction of our activities. If you have any queries please do not hesitate to contact me.

No reply has been received from Lincs LRC. We require an acknowledgement that this has been dealt with by the club and the members notified of the letter. The individuals have not been written to individually but this will be followed up.

We are not sure if the drivers were spoken to at the Team Recovery event as the scrutineers were looking at the comp safari vehicles and we do not know in the C-o-C spoke to them.

There was only one lap completed by the team.

The vehicle with the smoking engine from Southern ROC has now changed his engine to a more compliant one. The dispensation to be allowed to use non-pumped fuel is just for Southern ROC events and no others as a trial is being conducted for Motorsport UK.

Definition of a puff of smoke - a puff of smoke remains where it is produced but a smoky vehicle is followed by a line of smoke.

When talking about this rule, no one has mentioned cold engines, which may contribute to the problem. Just running the engine to warm it may make a difference to the smoke produced.

b. Graham Pink, Log book Scrutineer.

Following discussions at the last ALRC Council meeting, Simone has sent a letter to Graham Pink terminating his role as an ALRC log book scrutineer and asking that he returns his equipment to Dennis. His actions at the National Rally fell far short of what we would expect of a log book scrutineer.

He had a removable steering wheel where the boss failed; first he used mole grips to drive the vehicle and then welded up the boss. He also said that his vehicle had been passed by Dennis Wright, which was not the case and later admitted that he had said so as a joke but did not intend to use the vehicle. At the time it did cause alarm for the officials running the event.

c. ALRC Regulation D – Applicable to all Competition Events

D.1.3. Only RTV trials vehicles must comply with all Statutory Regulations as to Construction and Use and lighting; all other classes are exempt. (See current Motorsport UK Yearbook reg. P.60.2.1)

This regulation was discussed at the EGM held earlier today and it was decided that the wording did require looking at. The wording “all other classes” should read “all other events” as an example.

Other alternative wording could be “all other classes should comply with event specific regulations”.

We could then add any specific changes to the particular event.

It has been highlighted as some vehicles are being entered in comp safaris without brake lights, which is seen as a safety issue. When you have vehicles of different classes doing different speeds and no way of reacting to vehicles in front with no braking warnings being given. It does appear that this ALRC regulation does allow for the Motorsport UK regulation P.60.2.1 to not apply, which is not what was intended.

The following wording was agreed unanimously at the ALRC Council meeting held on 6th June 2019 and added to the future Comp Safari National Rally ASR's. This has been notified to all clubs.

CS20. Brake lights are mandatory and they must be rearward facing and mounted as high as is practicable within the bodywork confines.

The Motorsport UK Yearbook reg. P.60.2.1. states:

Vehicles must also comply with all Statutory Regulations as to Construction and Use, particularly with regard to brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreen, unless the SR's specify otherwise.

The Motorsport UK Yearbook reg. J.5.14.3 states:

With the exception of racing cars be equipped with battery, generator, self-starter, side, tail, and brake lights. All this equipment to be in normal working order. Exceptionally when taking part in an event held totally off the public highway, need not comply with DfT Statutory Requirements regarding lighting or horn.

CCVT vehicles do not currently comply with the Statutory Regulations as to Construction and Use and lighting.

We also need to look at what else drivers have not got on their vehicles for other events than RTVT's because it may be that they are using D.1.3 as a loophole.

This will be discussed further at the next meeting.

ONGOING

d. Cut and welded wheels on vehicles – Stuart Newton, Chiltern Vale LRC.

Following a discussion at the last ALRC Council meeting where the cutting and welding of wheels was discussed the following information has been obtained from the Department of Transport by Stuart Newton. Wheels that have been cut and welded can be used on road going vehicles provided they are safe to do so and are not a MOT failure unless they are thought to be unsafe by the tester. That said, if a vehicle is dangerous and you cause an accident then you will be liable.

There are no specific regulations in the Road Vehicles (Construction and Use) Regulations 1986, as amended (C&U) relating to the type of work you propose.

Regulation 100 of C&U does require all parts fitted to a vehicle are not likely to cause a danger to the user of the vehicle or other road users. (See regulation 100 below).

Additionally, you will need to ensure that the wheels do not protrude from the wheel arches, or that modifications are made to the bodywork of the vehicle to ensure that the wheels do not protrude.

Maintenance and use of vehicle so as not to be a danger, etc.

C&U Regulation 100

1. A motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition, and the number of passengers carried by such vehicle or trailer, the manner in which any passengers are carried in or on such vehicle or trailer, and the weight, distribution, packing and adjustment of the load of such vehicle or trailer shall at all times be such, that no danger is caused or is likely to be caused to any person in or on the vehicle or trailer or on a road.

Provided that the provisions of this regulation with regard to the number of passengers carried shall not apply to a vehicle to which the Public Service Vehicles (Carrying Capacity) Regulations 1984 apply.

2. The load carried by a motor vehicle or trailer shall at all times be so secured, if necessary by physical restraint other than its own weight, and be in such a position, that neither danger nor nuisance is likely to be caused to any person or property by reason of the load or any part thereof falling or being blown from the vehicle or by reason of any other movement of the load or any part thereof in relation to the vehicle.

3. No motor vehicle or trailer shall be used for any purpose for which it is so unsuitable as to cause or be likely to cause danger or nuisance to any person in or on the vehicle or trailer or on a road.

CLOSED

e. Engines – Forced Induction in Petrol Engines - Adrian Neaves, Staffs & Shrops LRC

Forced induction is allowed in diesel engines and Adrian would also like it to be allowed for petrol engines as long as the Motorsport UK coefficient of x1.7.1 is applied. This would be for the smaller engines only – 2.5ltrs and not V8's. – Under 2.5ltrs x by 1.1.7 = 4.2ltrs.

Have Land Rover ever produced a turbo charged petrol engine? Not in the European market.

The Range Rover Evoque has a 2.4 petrol turbo engine. These are thought to be cheap and readily available on the market.

Mark Whaley pointed out that it would also get very complicated as it would require restrictions on the hot air flow because otherwise there would be vehicles with extreme horse power.

It has already been debated many times when the question has been asked with the decision always being No.

It was said that the danger of petrol catching fire under the bonnet was increased but that the most inflammable fluid is brake fluid. Brake fluid will not sustain a flame without something

acting as a wick, so while it may originally flame it would go out as quickly, unless there is lagging to act as a wick.

It would require a rule change proposal to be submitted as at the present no forced induction is allowed for petrol engines. This would need very careful wording to include specific engines; factory fit scenario, and all the fuel supply and safety features that went with the engine originally.

f. Contradiction in regulation C.3.1 and A2 – Matthew Fullwood, Chiltern Vale LRC

We need to recheck C.3.1. as it states a max of 4.600cc subject to A2 but A2 now goes up to 5ltrs. There was a reason for this and it is to be checked and discussed at the next meeting.

ONGOING

9. Date and location of next meeting.

Next Meeting – 16th November 2019

The location will be at the Ibis Hotel, Dirft East, Parklands, Crick, Rugby, NN6 7EX

Free tea and coffee is available, there is ample parking at the front and rear of the hotel and food is available to purchase at lunch time. Your own food is allowed to be eaten in the meeting rooms only and not in the public areas of the hotel.

Please remember to register your vehicle at the hotel reception desk, using Conference when you arrive.

Failure to do this will result in a fine being issued by an independent company to the hotel so cannot be cancelled.

Meeting dates for 2020:

Council: 8th February, 13th June, 10th October,

AGM / EGM / S&ORC: 14th March, 4th July, 14th November.

10. Close the meeting.

Meeting closed at 15.15.