

# ASSOCIATION OF LAND ROVER CLUBS

**President:** Mr Denis Bourne



*Please Reply to:* Simone Birch  
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## Scrutineering & Off Road Committee Meeting

9<sup>th</sup> July 2016 starting at 13:00.  
The Oaks Farmhouse  
NFU Insurance HQ, Tiddington (near Stratford-upon-Avon).

### AGENDA

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

For those who have not been there before:-

The NFU Insurance HQ is in Tiddington, just to the East of Stratford-upon-Avon.

If you cross the Avon Bridge in Stratford-upon-Avon heading South East, take the very first left turn off the end of the bridge, signposted Tiddington, B4086. This becomes Main Street in Tiddington. It's one mile to the prominent rectangular building set well back on your right on the Western outskirts of Tiddington near the junction with Knight's Lane. If you get to Knight's Lane, you've just gone past the building!

If you're coming in from Wellesbourne heading West, drive carefully through the narrow Tiddington village towards the Western outskirts where NFU HQ is on your left just past Knight's Lane.

We now use the separate building to the left of the main Head Office so turn left off the main driveway just before you get to the main building.

Please sign the register in the entrance area.

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## Minutes of the of Scrutineering & Off Road Committee meeting of 19<sup>th</sup> March 2016

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 29 attendees and 15 clubs were represented with apologies from a further 1 club. There are 27 competitive clubs within the ALRC. Present were 10 members of the S&ORC plus a further 9 log book scrutineers.

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

Those present - Taken from the NFU attendance list.

NAME	CLUB
Simone Birch (CM)	ALRC
Mark Whaley (S L CM)	North Eastern RO
Ian Whaley (G)	North Eastern RO
Graham Pink (L)	North Eastern RO
Paul Walton (G)	North Eastern RO
Andy Scarr (R)	North Eastern RO
Dennis Wright (S L CM)	Peak & Dukeries LRC
Tony Lockwood (S L)	Peak & Dukeries LRC
Richard Smith (L)	Midland ROC
John Kesterton (G)	Midland ROC
Tony Sinclair (S L)	Leics & Rutland LRC
Andrew Sinclair (L)	Leics & Rutland LRC
Antony Birch (G)	Leics & Rutland LRC
Andy Dennis (L)	Breckland LRC
Steve Kirby (S L R CM)	Hants & Berks LRO

NAME	CLUB
Dave Canham (SLRCS)	Southern ROC
Terry Buss (L)	Southern ROC
Debbie Darby (CM)	Southern ROC
Charles Darby (G)	Southern ROC
Mark Baitup (G)	Southern ROC
Malcolm Wilson (S L)	Lincs LRC
Mark Neale (L)	Essex LRC
Belinda Neale (G)	Essex LRC
Fraser Parish (S L)	Cornwall& Devon LRC
Ray Godwin (L)	Wye & Welsh LRC
Paul Barton (CM)	Dunstable SSS
Pete Lugg (S L)	Somerset& Wilts ROC
Tim Linney (S CM)	Chiltern Vale LRC
Matthew Fullwood (G)	Chiltern Vale LRC
Alex Cowsill (L)	Cumbrian ROC

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
Simon Saunt (S L)	Peak & Dukeries LRC
Allan Roberts (L)	Breckland LRC
Richard Banks (L CS)	Midland ROC

NAME	CLUB
David Jeffries (S L)	Cornwall& Devon LRC
Adam Godwin (L)	Wye & Welsh LRC
Mykul Jones (L)	Wye & Welsh 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 13:05 p.m.

### **2. Apologies for absence.**

Apologies for absence were recorded. See table above.

### **3. Review the minutes of the previous meeting (21<sup>st</sup> November 2015)**

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

### **4. Review of ongoing Topics.**

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

A letter from the ALRC to the MSA has been written and sent to John Ryan and John Symes by Simone Birch with the following reply being received.

*Thank you for your letter received on the 10<sup>th</sup> December.*

*I must apologise as I understood that I had replied to Mark's original letter however was unable to locate the correspondence.*

*We are not in a position to reduce the level of training for Off Road Scrutineers as all Car Scrutineers are judged to be multi-disciplined. However I fear that there are many misunderstandings and an element of scare mongering on the process of upgrading to a National Scrutineer.*

*Please may I suggest that you identify any candidates you would like us to consider for "fast tracking". We can see how we can assist them to progress with the current training system and try and overcome any perceived hurdles. If you would like to discuss this further please do not hesitate in getting in contact with me.*

At this meeting the following names have been suggested to be put forward to the MSA for consideration of upgrading to a National Scrutineer.

Dennis Wright – MSA number - 01334 / 141334

Tony Lockwood – 06917 – Tony has previously been upgraded by a telephone call on an individual event basis when the named National scrutineer was not available. This has been done at least three times but he is not able to retain it.

Andrew Sinclair - 172721

Tony Sinclair - 98236

Dave Canham - 109275

Terry Buss – 277309

A letter is to be sent by Simone.

Malcolm Wilson said at the meeting that to become a National Scrutineer would mean being assessed at a circuit meeting. Circuit meetings are different to off road events. Ideally we would like to be assessed at an off-road event as this is more relevant to our motorsport. The off road class scrutineer is still listed on the website but not in the Yearbook. Most scrutineers do stick to their own disciplines although the MSA would like them to be multi-disciplined. The only assessor for off road as well as circuit does appear to be John Barlow.

Another option could perhaps be to get an ALRC existing National Scrutineer to be upgraded to an assessor.

**ONGOING.**

#### **b. Proposed Rule Change**

##### **E.2. TYRES & WHEELS**

**E.2.1.1. Standard class vehicles must be entered on their normal road tyres conforming to the MSA designation of "All Terrain" or "Mud Terrain". (See MSA table in Green book 2015 page 258 -260 – List 5(a) and 5(b).**

**E.2.1.2. Vehicles not entered with tyres complying with E.2.1.1 will be deemed to be modified.**

**E.2.2.3. Tyres must be UK road legal for the vehicle on which they are fitted.**

**(Up to date listings are available from the current MSA listing that can be found on their website. Scrutineers should have a copy of these at their events)**

Vote from the S&ORC at the November meeting for recommendation for the rule to go forward to the clubs for voting on: 5 AGAINST, 2 FOR, 1 ABSTAIN.

Following the S&ORC meeting the ALRC Council held a meeting and ratified the decision reached by the S&ORC that the rule change should not proceed to the member clubs for voting on.

**CLOSED**

#### **c. Roll Cage Damage**

There is now some school of thought that the tag should remain with the vehicle for identification purposes and the log book written on only. This would help to keep a full history of the vehicle, this would identify the vehicles that can have historic approved roll cages due to the age of the vehicle, eg vehicles can compete in a comp safari with a pair of parallel rear bracing bars when new builds must be diagonal to corner of the rear hoop. If the tags are removed and the history and identity is lost then these would need changing as well. This does need clarifying in the process.

It was suggested by Guy Cashmore that vehicles could be given two tags – one for identification that would always remain on the vehicle and one to show compliance and able to compete, this would be the one to remove in the

case of damage.

When new log books are printed the wording that the tags and log book remain ALRC property is to be added. This topic is still to be discussed by the ALRC Council – to be added to the agenda at their June meeting.

#### **ONGOING**

d. Dave Canham, Southern ROC – Is it allowed to cut axles and re-weld them to change the caster angles? Some are cutting them at the end and putting different half shafts in to achieve this. Is this allowed? Currently undecided.

B.6.3. states “*Axle casings may have strengthened material welded to them.*”

C.5.1. *Any Land Rover suspension system and components may be used on any model and the suspension mounts modified to accommodate the components, the use of air suspension is prohibited except in classes and periods where fitted as original equipment.*

There are vehicles being used that do seem to not comply with these rules. The current rules do seem to focus on suspension and not the axles. There is nothing to say that it is allowed cut and rotate flanges to alter the caster angle or mix front and rear axles.

Over the years both front and rear axles have been re-welded for a variety of reasons and there are so many vehicles that have already been modified in this way is it right to now outlaw it. A rule change proposal is needed if all these vehicles are to be made to be compliant.

Matthew Fulwood asked the question – Is a precedent being set to show that if enough vehicles are changed so that it becomes the norm then this can force a rule to be written to cover it?

Suspension mountings can already be changed. Caster correction is being done by cutting the ends off, turning them round and re-welding them back on.

Alex Cowsill said there could be question asked about the quality of the welding. It was said at the meeting that this could apply to any welding on the vehicle.

The stock of beam axles is dwindling so mixing them may be the only option open to members.

General Regulation A.2. already specifies that the axles must be Land Rover.

There was a vote taking at the meeting to show in principle the meeting was in support of a rule change proposal to allow this to take place – this would only be allowed on modified vehicles and not allowed for standard vehicles.

The following rule change proposal was proposed by Andy Dennis and seconded by Matthew Fulwood.

#### **Section C - Modified Class Vehicle Regulations**

##### **C.5. Suspension & Axles**

##### **C.5.7. Axle casings can be modified.**

#### **ONGOING.**

### **5. Rule Change Proposals**

Following on from the ALRC AGM and previous meeting minutes there does appear to be a need to allow vehicles that are not fully compliant to ALRC regulations to be able to enter some club events. Clubs are finding that they are turning away entries and many have seen such reduced entries in membership and events that they may no longer be able to exist as a club.

An additional class of vehicle is thought to be required that would cover the like of 100” vehicles, those with cranked radius arms, coil-overs. These were proposals that were added to the additional class that was discussed in the Competitive Events Consultation document for RTVT’s.

The following suggestion for a rule change has come from Steve Mallam, Chairman of NERO. NERO have since added the following wording to their ASR’s to apply only to RTVT’s.

It is not NERO’s intention with this rule change proposal idea to put pressure on the ALRC but with club entries dropping at events then something does need to be done. (The magic number to break even at events is 10 for Leics & Rutland LRC events to cover the costs of land and MSA permits).

*Competitors are reminded of ALRC regulations – All relevant sections of the ALRC handbook will apply with the exception of none safety points when a vehicle is entered in “Q” Class. (See “Q” Class details below).*

***Q Class: A road taxed vehicle constructed of “land rover “ parts which is to general intent and purpose in the spirit of Land Rover.... and on the day is in the opinion of the Scrutineer and Clerk of the Course safe and suitable to take part.***

***It must follow the ALRC green book rules on engine and driveline.***

***All axles to be run as open.***

***General body panels should be of Land Rover shape. E.g. not bare more resemblance to another manufacturer even though built from Land Rover parts. E.g. Suzuki body on Land Rover chassis, or fibre glass body of road car on Land Rover chassis.***

Matthew Fullwood asked were we trying to solve the problem that our rules do not allow a large number of Land Rover owners from entering their vehicles with us? This was something that the Competitive Events Consultation addressed but he was told that this had been discussed at the previous S&ORC meeting in depth and was not felt by the member clubs that it should be proceeded with.

All the work put into the document was appreciated and out of the discussion it has highlighted the need to perhaps introduce another class to allow more freedom.

All entries must be allowed to compete and win; eligibility criteria can then be assessed at the end of an event.

Southern ROC have found that once members with non-eligible vehicles have enjoyed the events they make their

vehicles fit the ALRC rules. Their membership numbers are increasing.

There is seen to be a natural progression from Tyro – RTVT – CCVT – Comp Safari. Southern ROC do not get new members just turning up to start in CCVT unless they are friends of existing members and either share vehicles or already know the regulations.

Dennis Wright said that if it was hoped that this would be allowed to be used for all disciplines. This would then enable members to enter all events in the one vehicle. A Q Class could be an option that clubs could say in their ASR's did not apply to their events if they did not want to adopt it.

It was thought that it should also be added as a temporary change with a cut-off date so that it can be determined how it is actually affecting club entries at events.

This rule would not allow tray-backs – most of these would not comply with the MSA regulations.

Scrutineers would still have the authority to exclude any vehicle that they consider unsafe.

The rule does need to be flexible / vague so cover the range of extra vehicles it is meant to permit.

The best place to add it to the regulations was under Section L under Vehicle Classes.

**L.1.1 Class 12. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations.**

**Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.**

**L.1.3 Class 12. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations.**

**Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.**

There was a poll of those present to see if this rule change proposal should be proposed. This was carried For 16, Against 6, Abstention 2.

It was agreed that this would be proposed by Mark Whaley, seconded by Andy Dennis and proceed as a rule change proposal.

This does not take immediate effect. It was hoped that this could be accepted for voting on by the member clubs at an EGM, probably November after formal acceptance at the July meeting and if accepted could be implemented from 1st January 2017 so as to appear in the next edition of the ALRC Handbook. It is important that clubs discuss this at their club meetings to gauge support. It would be made clear that it was to be run only for a trial period to see if it actually did increase entry at events. The end date would be published when decided on – probably for two years to reassess the situation – December 2018. Information could then be used to see if there is a need to or advantage to continue with the proposed Class 12 vehicles. We need to move forward. This rule is intended to see how effective it would be. It must be remembered that this is a hobby where we want members to enjoy themselves safely.

At the National Rally a Class 12 vehicle would not be eligible for an ALRC Annual Trophy – this would be added to the definition at the start of the listing.

It would be down to individual clubs how they award trophies or amalgamate classes at their own events.

The information from clubs regarding their entries at events will need to be submitted so that the change of entries can be assessed.

NERO are to provide figures for their current trials. These are to be sent to Simone.

Clubs should be aware that there is already the facility to invite non-members to events in non-compliant vehicles – the privilege event permit applied for from Simone. This is different to the MSA permit which provides the insurance for the event. If you run an event without asking for a privilege event permit but allow non-compliant vehicles to enter then this could negate your insurance cover. When clubs join the ALRC they sign to say that they will adhere to the rules and resolutions of the MSA and ALRC.

Clubs may hold 8 events / days a year and whilst this does not necessarily increase club membership it does allow for increased entries at events.

## **6. Enquiries received since previous meeting:-**

### **a. Front Shock Turrets – Niall Banyard, Hants & Berks LRO. 12.12.15**

Could you please tell me if I can fit Discovery 2 front shock absorber turrets to a 90 and stay in standard class?

The reason is I would like to fit remote reservoir shock absorbers on the front, but with defender turrets there is no hole for the pipe between the shock absorber and remote to pass through.

Answer - No, this would put the vehicle in modified class.

**CLOSED**

### **b. Coilover suspension – Ed Barnes, Anglian LRC. 09.01.16**

I've got a question regarding coilover suspension. I heard a rumour these will be allowed in the ALRC from 2017 onwards. I asked my club scrutineer and he said to email you. I'd like to know as I'm building a comp safari car at the moment if this is the case I'd rather do this now while I can than find out after I've finished the car.

Reply sent by Mark 14.01.16: We did include the suggestion of coilover suspension within the proposed revised regulation document. Unfortunately feedback from member clubs and subsequent vote at the November's Scrutineering meeting has led to the proposed revisions being dropped. Currently the Association has no proposal to change the regulations to allow coilover suspension, however if you were to raise a rule change proposal it will be considered.

No further correspondence has been received. The reply was correct as sent at the time. Matthew Fulwood asked for a definition of a coilover suspension - It consists of a shock absorber with a coil spring encircling it. The shock absorber and spring are assembled as a complete unit and must be fitted with all the bolts in place.

**CLOSED**

**c. National Rally Comp Safari entry enquiry – Dirk Reiter, Germany.**

There have been several emails going between Dennis Wright, Mark Whaley, Simone Birch and Dirk Reiter. It has been confirmed by the MSA that Dirk Reiter cannot drive at this year's ALRC National Rally as he does not hold the necessary MSA competition licence. You need to be a resident of the UK to obtain one from the MSA or hold a national competition licence in your country and get permission to take part in an event taking place in another country.

He has joined a UK club and has found a driver for his vehicle so that he can navigate at the event.

Pictures have been sent of his vehicle asking if it complies with the ALRC regulations. These were circulated at the meeting (wrong picture removed from below) but had been correctly sent to all prior to the meeting by email.



*A description of the vehicle received - Our Tomcat was built at Bowler / Tomcat Motorsport in the late nineties and brought to current technology at Tomcat Motorsport in 2009. So the Rollcage is original Bowler. Then the Tomcat was sold to the Netherlands and this Year we bought it and brought it to Germany. It is a left hand drive car.*

*The Tomcat was used for example at the 2014 Libya / Morocco Rally Raid and the Dutch Rally Raid championships.*

*The protrusion through the Roofline is the air outlet of the radiator fans, because under the main hoop are the spare wheel and a huge FIA-fuel cell (220 litre), not enough space to get rid of the hot air.*

On the 12.01.16 this was received by email –

We have used the last weeks to check our Tomcat on compliance with the ALRC Handbook regulations.

And I have two things in which I am not sure whether they agree with the regulations:

We have a Detroit Locker in the rear differential.

We have a special automatic gearshift at the original Range Rover Classic 3-speed automatic gearbox (see picture)

Do these things agree to the regulations, or do we need to change something?

It is difficult to view a vehicle just from photographs. You cannot tell where the rear stays are fitted.

The vehicle not eligible due to the use of coil over suspension and adapted mountings. The door bars are not thought to be sufficient and there do not appear to be any cill bars fitted. The wheel base is not known.

The vehicle would need log booking prior to the event but does not appear to fit the regulations. Dennis Wright will send a reply to Dirk outlining the discussion at this meeting. This will be copied to Simone.

It may be possible for Dirk to still navigate at this year's event but in another vehicle.

**CLOSED**

#### **d. Bumper rules for Range Rover Classic – Bryan Strong, Dorset LRC. 31.01.16**

I need clarification of rule B13.2 and B13.3.

I feel I am being ruled out of RTV's with Dorset Land Rovers Club and would like your opinion on the Bumper rules for Range Rover Classic.

Reply sent by Mark 01.02.16 - Would it be possible to have more information surrounding your current or proposed bumper, ideally a few photographs would be useful. We can then make either a judgement or discuss at the next SORC meeting which will be in March.

No further correspondence has been received so cannot be discussed by the meeting.

**CLOSED**

#### **e. Axle Change, Barry Alderson, 09.12.15**

I am after clarification on an axle change on a CVVT motor built on a Range Rover classic chassis.

I would like to fit Td5 axles to the vehicle using the Range Rover suspension set up i.e. radius arms and wishbone on rear axle.

Hockey sticks and pan hard on the front. All suspension parts from classic Range Rover. Also cutting mountings off classic axles, then rewelding to Td5 axles to obtain setup.

Reply sent by Mark. 10.12.15 and 14.01.16. Thanks for the query, it's refreshing to be asked the question before someone begins a build/modification rather than challenge a completed vehicle. I have had a check through the regs and it would appear to be compliant as you are proposing to change mountings to suit a suspension system.

#### **f. Drop Arm, Richard Garwood, Essex LRC**

Andy Dennis scrutineered this car last weekend, 13/03/16, to find what appeared to be a non-standard drop arm.

Following a discussion with Richard, 4th time car has been scrutineered with this arm on it, he explained it was an early Range Rover/Defender style drop arm.

He had straightened it and brazed a bush where the original ball would go. The bush was machined from a Discovery drop arm and it now takes a standard Land Rover track rod end.

Is this compliant? If not can the arm be modified differently? He would like the Council to rule on this.

Please note. This car is entered in the 2016 Essex LRC Easter Interclub and needs to be compliant. Richard has asked me to call him after the meeting to confirm what has been decided.

Dave Canham said that this was not the same explanation as was given at a Southern ROC event.

It does not say that it has been welded but it must have been cut. There is no rule that says that you can do this.

A.1. As a general principle in all vehicle regulations, it is prohibited to carry out any tuning or modification that is not specifically permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

B.6.1 In brackets at the end of this regulation are the following words - (For the avoidance of doubt, steering gear parts may not be welded after original manufacture.)

It was decided by the meeting that this was not allowed. Andy Dennis would convey this to Richard Garwood.

**CLOSED**

**g. Caged cars in Tyros, Andy Dennis, Breckland LRC.**

I have heard second hand that the MSA have something to do with banning caged cars in TYRO's? We will have to wait for information to come from the MSA on this matter.

**CLOSED**

**h. Tyre Listings in MSA Yearbook, Dennis Wright, Peak & Dukeries LRC.**

It has been noted in the tyre listing in the MSA Yearbook that there are asterisks against many of the tyres listed for cross country events. This is covered by the regulation L.2.5. Tyres marked with an asterisk in Lists may be removed from the lists with effect from 31 December 2016. See Official bulletins for details. Additional tyres may be added to the lists at any time (see Official bulletins for details). This is not a new rule.

Tony Lockwood confirmed that he had asked the MSA the question if the tyres could be used if they were removed from the listings. This would not be allowed. Most listed with an asterisk are the aggressive tyres used by many ALRC members – Diamonds, Sats etc. This list is used for timed events only and does not apply to trials. If we raise this with the MSA we may be able to get some of the asterisks removed.

(It was confirmed by Charles Darby after the meeting that this was a regulation that was always present in the MSA Yearbook.)

**ONGOING**

**i. ALRC National Rally 2017, Andy Dennis, Breckland LRC.**

Will the SR's let non licensed drivers enter the RTVT and CCVT as this is currently being promoted by the MSA? Charles Darby said that this may increase entries at the event, which would be a good thing. It was said that the National Rally was not an event for beginners and the proof of having already entered 4 Tyros and perhaps a further 4 trials would need to be checked.

It was acknowledged that any licenced member could enter the National Rally events having never competed in a club trial; so inexperience was not an excuse to not allow it.

This will be discussed by the ALRC Council and then at the next S&ORC meeting.

The meeting was reminded that at present the ALRC regulations allow passengers in RTVT to be 12 years old but kept the age to 14 years old for CCVT.

**ONGOING**

**j. Modified Class Vehicle Regulations - Engines , Andy Dennis, Breckland LRC.**

As technology moves on the following rule change could be considered.

C.3.1 Capacity increase to 5000cc.

C.3.4 Either remove this, or reword to allow Standard Forced Induction Land Rover Engines.

The current rule C.3.1 reads:

C.3.1. Any Land Rover or Rover car engines (and others with Rover part numbers) up to a Max of 4600cc may be used complete with their ancillaries subject to A.2.

It is the A.2.reference that stops some current engines being allowed to be used. Up to 2001 engines can be transplanted into different models but after that they must stay in the model they were used for.

This was done originally by the ALRC to promote standard vehicles and has not progressed since 1996

A rule change proposal is to be formulated by Andy Dennis.

**ONGOING**

**k. Drawings in ALRC Handbook regarding Hoop Designs and Attachments to Chassis, Dave Canham, Southern ROC.**

If you look at Page 119 of the current Green Book, Drawing 5.3.1 it refers to "Optional Chassis Verticals". There is no other mention of these in Section 5 and when you consider a standard bulkhead is deemed acceptable, there being optional would make sense.

However, if you go to page 124, drawing 7.6.4 shows these "Optional Chassis Verticals" as being "Additional members will be..."

These are completely different fittings and are not used together

This was covered at a previous meeting and some wording has been highlighted to be changed for the next ALRC Handbook.

**CLOSED**

**8. Any other business.**

**a. Roll Cage Configuration - Charles Darby, Southern ROC**

Clarification of the rear braces on the roll cage is asked for as there are two different ones – angled or in-line.

On page 118 of the ALRC Handbook –

4.2.2 Alternative positions for the rear braces where they join the main hoop. Rear brace design "A" may be used for any events but is mandatory for Competitive Safari and Point-to-point. Rear brace design "B" may be used for

any events other than Competitive Safari and Point-to-point, and be fitted in the area between the two positions shown.

Dennis Wright confirmed that Design "B" is for new builds after 2014. Any vehicles that have the rear braces as in "A" and are re-logbooked have the wording pre 2014 build added to the logbook.

The pre 2014 wording is to be added to the next ALRC Handbook.

The drawings in the MSA Yearbook were provided by the ALRC, as done by Steve Kirby but in some cases all the accompanying text was not transcribed so some are a bit vague.

**CLOSED**

**b. Vehicle with Windscreen in Front Hoop - Fraser Parish, Cornwall & Devon LRC**

A club member has a coil sprung 80" trialer that is used for CCVT and hopes to use it for RTVT. It has the original canvas and door tops fitted but the windscreen is fitted in front of the front hoop. The hoop is thought to be a QT one. If the canvas fits onto the windscreen then the roll cage would effectively become an internal cage. The vehicle would be in a modified class as it is a coil sprung 80".

Rule E.1.1.1 seems to cover this.

E.1.1.1. 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.

This was agreed as acceptable by the meeting.

**CLOSED**

**9. Date and location of next meeting.**

Next Meeting – July 9th 2016

Dates for 2016 – November 12<sup>th</sup>.

The location will be The Oaks Farmhouse, NFU Mutual HQ in Tiddington, near Stratford-upon-Avon.

2017 meetings have been booked to take place at the British Motor Museum, Gaydon, CV35 0BJ.

Council - February 4<sup>th</sup>, June 10<sup>th</sup>, October 7<sup>th</sup>.

AGM / EGM / S&ORC March 18<sup>th</sup>, July 8<sup>th</sup>, November 18<sup>th</sup>.

**10. Close the meeting.** Meeting closed at 15.44 pm.