

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

7th July 2018 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 17th March 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 22 attendees and 13 clubs were represented with apologies from a further 5 clubs. There are 29 competitive clubs within the ALRC. Present were 6 members of the S&ORC plus a further 4 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
Paul Walton (R)	North Eastern RO
Andy Scarr (G)	North Eastern RO
Dennis Wright (S L CM)	Peak & Dukeries LRC
Mark Pycraft (R)	Essex LRC
Andrew Sinclair (L)	Leics & Rutland LRC
Tony Sinclair (S L)	Leics & Rutland LRC
Richard Smith (L CM)	Midland ROC
Richard Banks (L)	Midland ROC
Ruth Smith (G)	Midland ROC
Dave Canham (SLRCS)	Southern ROC

NAME	CLUB
Charles Darby (G)	Southern ROC
Adrian Neaves (CM)	Staffs & Shrops LRC
Andrew Neaves (CM)	ALRC
Tim Linney (S CM)	Chiltern Vale LRC
Stuart Newton (G)	Chiltern Vale LRC
Julian Carter (R)	Chiltern Vale LRC
Paul Barton (R CM)	Surrey Hills LRC
Malcolm Wilson (S L)	Lincs LRC
Pete Lugg (S L)	Somerset & Wilts LRC
David Mitchell (R)	North Wales 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
Steve Kirby (S L R CM)	Hants & Berks LRO
Andy Wilson (R)	Dorset LRC
Matthew Fulwood (R)	Chiltern Vale LRC
Mark Whaley (S L CM)	North Eastern RO
Graham Pink (L)	North Eastern RO

NAME	CLUB
Tony Lockwood (S L)	Peak & Dukeries LRC
Fraser Parish (S L)	Cornwall & Devon LRC
David Jeffrey (S L)	Cornwall & Devon LRC
Frank Champion (S L CM)	Lincs LRC
Andy Dennis (L)	Staffs & Shrops 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 pm by Dennis Wright acting as Chairman as Mark Whaley had sent apologies. Dennis started by introducing himself as the log book secretary and said he wished to draw members attention to the problem Simone has mentioned at the AGM – that of communication between club members and the clubs and ALRC. The problem of identifying vehicles is very difficult if not impossible if changes of address or tag numbers are not sent to him for updating the records. A new tag number means a new log book needs to be issued – it is not good enough to just write on the number of the logbook. This is also the case when the name or address change otherwise there is no official record on the database. Hand written changes are not acceptable.

The yellow tags are being used to identify the history of the vehicle. This is written on the back page.

Members who want to comp safari a vehicle with parallel rear bars must have the history kept in place. If vehicles are having names and tag numbers changed and no information sent back to Dennis then the vehicle could lose the historic entitlement to be able to comp safari with parallel bars.

Charles Darby said that the use of a log book was a big benefit as outside of the ALRC the history of vehicles is not known. It is to the competitors advantage to take care of the log books and make sure they are correct and up to date.

Any vehicle built before 2014 can comp safari with parallel bars but if the history is lost then the entitlement is lost and it's a new build to the current MSA regulations or can only be used CCVT's.

2. Apologies for absence.

Apologies for absence were recorded. See table above.

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

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

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.

The following members are interested in being considered and any others should get in touch with Simone so they can be added to the list:

Gorgon Renshaw, Wayne Armitage, Martin Ambrey, Bill Groves, Gary Campbell, Pete Lugg, Richard Banks.

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.

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 will now proceed to the ALRC Council for ratification and if agreed would come in on 1st January 2019.

It is not a safety item that would warrant an immediate implementation.

Any vehicles currently with wheel spacers fitted would remain in Q Class and are eligible to run at club events as a Q Class vehicle if their SR's allow for Q Class i.e. do not exclude it. There is no Q Class allowed for the National Rally. If the rule is ratified then the use of wheel spacers would take vehicle back into the Modified Class and out of Q Class.

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 will now proceed to the ALRC Council for ratification and if agreed would come in on 1st January 2019.

The engines now need to be decided and a table constructed to go with the rule. The process for how an engine gets on the list has been proposed to be the following:

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 timescale would allow for the rule to be implemented on 1st January 2019 with the initial permitted engines listed provided we have a list to discuss at the meeting on 7th July 2018. 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 could be done at any S&ORC meeting.

List from Matthew Fullwood given at previous meeting:

Discovery LR 3	Jaguar AJ-V8, Ford Cologne SOHC V6, Ford PSA Lion V6.
Range Rover Sport	Jaguar AJ-V8, Jaguar AJ-V8 AJ133, Ford PSA Lion V6.
Freelander 2/LR 2	Ford EcoBoost, Ford S16 (B6324S), Ford Duratorq TDCI PSA DW12.
Range Rover L322	BMW M62TUB44 V8, Jaguar AJ-V8, Jaguar AJ-V8 AJ133, BMW M57 Straight 6, Ford PSA Lion V8.
Freelander I	Rover K Series, Rover KV6, Rover L Series, BMW M47R.
Discovery II	OHV Rover V8, TD5.
Range Rover P38a	OHV Rover V8, BMW M51 Straight 6.
Discovery I	OHV Rover V8, Rover T Series Mpi, 200 Tdi, 300 Tdi.
Range Rover Classic	OHV Rover V8, VM TD, 200 Tdi, 300 Tdi.
Defenders	Ford Duratorq ZSD Puma TDCI – 2.2 and 2.4. Isuzu 4BD1 – Australian market so not permitted. We do allow military options. BMW DOHC M52B28 Straight 6 – South Africa market so not permitted.

List from Adrian Neaves at this meeting:

These engines are very similar to those previously discussed at the last meeting. A table would need to be constructed to show engines and permitted classes to go together with the proposal. Comp Safari classes are listed by engine size so the following could be applied.

1. 1.6 and 2 litre Rover petrol engine
2. 2-litre diesel
3. 2.25-litre petrol (Engine Codes 10H, 11H and 13H)
4. 2.25-litre diesel (Engine Code 10J)
5. 2.5-litre diesel engine (Engine Code 11J, 12J, 13J, 14J and 15J)
6. 2.5-litre petrol engine (Engine Code 17H)
7. Diesel Turbo (Engine Code 19J)
8. 200Tdi (engine code: 11L, 12L and 13L)
9. 300Tdi (engine code: 16L and 20L)
10. Td5 (engine codes: 10P, 15P and 16P)
11. Rover V8 (3.5, 3.9, 4.0, 4.2 and 4.6)
12. Rover K series engine (1.1 litre – 1.8 litre)
13. Rover KV6 series engine
14. Rover M series engine
15. Rover G series engine
16. Rover T series engine
17. AJ41 V8 (4.4 litre)
18. AJD V6 (2.7 litre 3.0 litre)
19. AJ-V8 (3.2 litre – 5.0 litre)
20. AJ-V6 (2.0 litre – 3.0 litre)
21. TDV8 (3.6 litre – 4.4 litre)
22. BMW M52B28 engine
23. Ford Duratorq turbo diesel (2.2 litre – 2.4 litre)
24. BMW M47 TD
25. 2.0 litre L-series TD
26. 2.0 L Ford EcoBoost
27. BMW M51 TD
28. BMW M62 V8 4.4 litre
29. BMW M57 TD

ENGINE – Fuel Type & Capacity			COMP SAFARI CLASS
BMW V8	PETROL	4.4litre	9
JLR V8	PETROL	3.2 – 5litre	8 or 9
JLR V8	DIESEL	3.6 – 4.4litre	9
JLR V6	DIESEL	2.7 – 3litre	8 or 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

The Comp Safari Classes will also need to be checked at as there could be many anomalies. Existing engines are listed in the Production Vehicle Sizes Chart, this is to work in addition to those already listed. The new listing will need to include all the currently allowed engines as well.

Malcolm Wilson pointed out the we were getting very close to having to strip engines to identify them which is not something that we want to be doing.

Andrew Neaves said it was down to the competitor to state what engine they have as they sign to say that their vehicle complies with the regulations.

c. Fire Extinguishers – Question raised by Ann Cooper, Staffs & Shrops LRC

Further to our committee meeting last night, the new regulations from the MSA regarding fire extinguishers was bought up of course, and we have a question to be bought up at the forthcoming ALRC AGM.

Because fire extinguishers are mandatory for Comp Safari, we will ensure that all extinguishers are checked for servicing history, but need to know if the ALRC plan to implement this rule for CCV also?

The reason we ask is that under MSA rules trials do not require a fire extinguisher, but the ALRC regulations make them mandatory for CCV's. The problem is that the majority of CCV drivers do not get a copy of the MSA Blue Book, and therefore work to the rules issued in the bi-annual ALRC Green Book. So, we just need clarification from yourselves on whether the ALRC will be issuing a rule change with immediate effect or not?

The MSA have changed the implementation date of the regulation covering the servicing of fire extinguishers from 2019 to 2018 without prior notification in the 2017 Yearbook. It has always been a recommendation but is now a requirement that extinguishers require servicing within the manufacturers guidelines or every two years whichever is sooner. This was bought in earlier than expected by the safety department within the MSA but after the MSA Yearbook went to print.

This has caused a few problems at events as prior to this, provided the check dial was in the green then the extinguisher was thought to be ok. This is no longer the case as once an extinguisher is two years old then it requires a service. The age of a fire extinguisher is difficult to determine as most do not have dates stamped on them with some having labels and some not. Tony Sinclair pointed out to the meeting that if the competitor cannot prove the age of an extinguisher then a servicing company they may refuse to service it. There must be a starting date to start – some have an expiration date stamped on them. Some may have been on the shelf several years before they are purchased and have no dates on them.

So, to summarise where an extinguisher is required by the disciplined regulations, it must be serviced in accordance with K3.

The sensible approach for scrutineers to take is to assume that a fire extinguisher is a year old and proceed from there by advising competitors to replace or service accordingly. This information should be written on the log book on the back page i.e. new extinguisher or servicing required and the date checked and also written on the extinguisher label. Any gauges that are in red should be failed without question. It must be remembered that it is the C-o-C that has the final decision on competitors eligibility to compete, not the scrutineer.

The MSA Regulation P 59.1 states it is a recommendation, not a requirement to carry a fire extinguisher for trials and currently the ALRC only recommend fire extinguishers for RTVT and Winch Recovery but state they must be carried for CCVT. There is no mention of servicing in this rule.

Some clubs also require via their club SR's that a fire extinguisher to be carried for RTVT events.

It follows that as the rules state that a fire extinguisher must be carried for CCVT events then they should comply with the MSA regulation and be serviced accordingly. This costs approximately £20 and all that is done is that the gauge is checked that says all is in order and they are weighed. No discharge can be checked as this renders the extinguishers unusable.

The MSA have also reported that they are aware that there is a problem in sourcing companies to supply or service fire extinguishers. It was also commented on that 2kg dry powder fire extinguishers are now permissible under MSA regulations. These are more easily available at the moment.

Also where club members do not receive a copy of the MSA Yearbook annually and given that the ALRC Handbook is only printed biannually when MSA regulations change it is all clubs responsibility to inform their members accordingly. The SR's have already been issued for the National Rally so any change would require a Bulletin to be issued.

Dennis Wright stated that Cannon Safety had offered to bring fire extinguishers to the National Rally if there was thought to be a need.

The following clarification was proposed by Dave Canham, seconded by Adrian Neaves and agreed unanimously to be put forward for ratification by the ALRC Council for implementation on the 1st January 2019 with all competitors being advised to replace with new or get their extinguishers serviced prior to that date.

Section F - Cross Country Vehicle (CCV) Trial-Specific Technical Regulations

F.4. FIRE EXTINGUISHERS

Current wording:

F.4.1. All competing vehicles must carry a fire extinguisher, minimum 1.75 litre AFFF or equivalent extinguishant / weight as specified in the 2017 MSA Yearbook (Regulation K.3. *et seq* on page 164 and table 3 on page 176) within reach of, or operable from the driver's seat.

New wording

F.4.1. All competing vehicles must carry a fire extinguisher to the **minimum requirement as specified in the current MSA Yearbook. (Implementation 1st January 2019)**

It also followed that the wording for the RTVT regulations be changed as well to:-

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

E.4. FIRE EXTINGUISHERS

Current wording:

E.4.1. It is recommended that all competing vehicles carry a fire extinguisher, minimum 1.75 litre AFFF or equivalent extinguishant / weight as specified in the current MSA Yearbook (Regulation K.3. *et seq* on page 164 and table 3 on page 176) operable or accessible from the driver's seat.

New wording:

E.4.1. It is recommended that all competing vehicles carry a fire extinguisher **to the minimum requirement as specified in the current MSA Yearbook. (Implementation 1st January 2019)**

When the letter is sent out with the minutes it will be highlighted that the fire extinguishers will need servicing to manufacturers recommendations or every two years as a minimum and also that dry powder, size 2kg are permitted earlier than the 2019 introduction as stated by the MSA.

6. Class Q Information

No new information has been received from the clubs with just some notifications of repeats of vehicles that have previously been entered in events returning from NERO which does make the event more financially viable.

7. Enquiries received since previous meeting.

a. Bumpers.

Members are producing vehicles at scrutineering with deflectable bumpers. There are some that are producing bumpers that will, with very little resistance not maintain their width and strength – these are deliberately being made this way and is cheating.

This has been a problem for some time and is not acceptable at events. It is not fair on the scrutineers that they have to argue with competitors and be forced into confrontation over this.

Clubs should be enforcing this rule at all club events. Once a bumper has been deformed it cannot carry on in an event until it has been straightened. It should score where the damage occurred and be straightened before another section can be started. Sometimes competitors are deliberately bending a bumper to enable them to be able to complete a section without hitting a cane or being stopped by an obstacle further on the course.

At the National Rally there will not be any delays in the scrutineering lines as any queries on vehicles will be pulled to one side. There will be the Competitor Liaison Officer on hand to assist with the queries should this be necessary.

8. Any other business. None received

9. Date and location of next meeting.

Next Meeting – 7th July 2018

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

Dates for 2018 booked at the British Motor Museum.

AGM / EGM / S&ORC – 17th November.

Council – 9th June, 6th October. Venue to be Ibis Hotel, Crick, Rugby.

10. Close the meeting.

Meeting closed at 14.45.