

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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Scrutineering & Off Road Committee Meeting

3rd July 2021 starting at 13:00

Venue to be

The Ibis Hotel, Dirft East, Parklands, Crick, Rugby, NN6 7EX

AGENDA

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

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Minutes of the Scrutineering & Off Road Committee meeting of 13th March 2021

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

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.

CLUB	PRESENT
ALRC	Simone Birch (CM), Andrew Neaves (CM)
ELRC	Mark Pycraft (R)
MROC	Richard Banks (S L CM),
P&DLRC	Dennis Wright (S L CM),
H&BLRO	Fallowe Kirby (S L R CM)
SROC	Dave Canham (S L CS), Mark Baitup (R), Charles Darby
S&SLRC	Adrian Neaves (S L CM)
C&DLRC	Fraser Parish (S L)
	APOLOGIES
MROC	Richard Smith (L CM)
NWLRC	David Mitchell (R)
ELRC	John Musham
CVLRC	Tim Linney (S CM), Stuart Newton (CM),
ANG LRC	Andrew Flanders (L CM),
C&DLRC	David Jeffrey. (S L)
DLRC	Andy Wilson (R)

S = Scrutineering Committee member. L = Log-book Scrutineer. CM = Council member.

CS = Chief Scrutineer (of the named club), R = Club Representative.

There were 11 attendees and 7 clubs were represented with apologies from a further 5 clubs. There are 27 competitive clubs within the ALRC. Present were 6 members of the S&ORC and no further log book scrutineers.

1. Open the Meeting.

The meeting was opened at 1.03 by Richard Banks.

2. Apologies for absence.

Apologies for absence were recorded. See table above.

3. Review the minutes of the previous meeting (14th November 2020)

There were no comments received on these minutes. The minutes were proposed by Dennis Wright, seconded by Dave Canham and agreed unanimously. Fallowe Kirby asked for an amendment of her name on page 5 - that was done. Signed by Simone Birch.

4. Review of ongoing Topics.

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

The following amendment to A2 has now been ratified by the ALRC Council and appears in the ALRC 2021 Handbook.

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.

Maximum capacity allowable for each family of engine is that when fitted to a Land Rover product. (Implemented 1st January 2019).

ENGINE – Fuel Type & Capacity		
ROVER BUICK DERIVED V8	PETROL	3.5 – 4.6litre
BMW V8	PETROL	4.4litre
JLR V8	PETROL	3.2 – 5litre
JLR V8	DIESEL	3.6 – 4.4litre
JLR V6	DIESEL	2.7 – 3litre
4 CYLINDER PUMA	DIESEL	2.2 & 2.4litre
6 CYLINDER BMW	DIESEL	2.5 & 3litre
BMW Td4	DIESEL	2 & 2.2litre

CLOSED

b. Payment for Log booking – Dave Canham, Southern ROC

How should the money be passed on to the Treasurer? There is a paper trail via the log booking sheets that should be filled in and returned to Dennis Wright. To check how the Treasurer is happy for the money to be paid into the account? This information will then be circulated to all. To check with Cheryl Howard who has just taken over as Treasurer to see how she would like this to be operated once she can access the bank account.

ONGOING

c. New Rule Change Proposal B.2.1 Alternative engines or engine parts which may be interchanged – David Moore, Somerset & Wilts LRC (28.10.2020)

Following on from the previous discussion that appears in the minutes from the last meeting we are waiting for a revised proposal from Dave Moore, if he wants to continue, that allows this to move forward.

Charles Darby said that there were a few 80" Land Rovers being used in RTVT's now. Brakes and steering have sometimes been changed but these are classed as a safety item. An engine does not really fall into this category.

Richard Banks said that there was quite a big difference between a 2 litre and 2.25litre engine and the power that can be produced.

It is not possible to tell if engines have been bored to produce any more power.

By changing to a 2.5litre camshaft in a 2.25litre engine this also provides more power. It depends what is available to replace worn out parts.

Mark Pycraft asked what was the historic reasoning as to why a 2.2.5litre engine can be changed to a normally aspirated 2.5litre diesel engine in a standard class 2? Not sure why this was allowed but Fraser Parish said this was the reasoning behind Dave Moore's original proposal.

Fraser said it was very difficult to understand why the change can be done in one class but not in another class. The decision to allow V8 engines to be changed was that they were becoming expensive to rebuild and difficult to source. This is the same principle but in a standard class so should be allowed. Fraser went on to say that there is such a small minority of members that are still trialling these vehicles and we are dependent on them actually reading the minutes.

Richard Banks said that a lot of club members were probably not old enough to understand what the differences are.

Mark Pycraft said that if he was a competitor in Class 1 with a standard engine he would not be pleased that someone with a larger capacity engine was allowed to compete as this would give them a competitive advantage. We know that this happens in Class 2.

Dennis Wright said that the problem was with Class 2 which had a large difference in wheel base and engine size. Charles Darby said that the problems in this class arose by the addition of the Lightweight vehicles which were added to this class down to the narrowness of them and this took a 2.5litre engine into that class

Dave Canham said that part of the previous discussion was for there to be a standard Class 1 but then a slightly modified Class 1-m.

Dennis Wright said that some clubs do not amalgamate classes at all but you can understand why it is done to perhaps limit trophies, especially with low entry numbers.

Simone did state that no comments had been received from any clubs after the minutes from the November meeting had been circulated and Dave Moore is not present at this meeting.

Andrew Neaves said that this had been discussed many times with no conclusion being reached so it stays the same. Perhaps another way, instead of changing Class 1 to give the outcome wanted is required. The work done previously on re-writing the rules in a different format is currently being looked at which may provide a solution.

Richard Banks is to contact Dave Moore to discuss this matter.

ONGOING

d. On a 100" wheel base vehicle the total length of the vehicle has been measured 15'2" as shown in the vehicle chart. Someone has built a vehicle based on an 86" vehicle and the overall length is 15'0". We only allow a tolerance of +/- 1" in measurements.

This prompted Richard Banks to look at all the dimensions in the chart as we appear to have a tolerance that does not work.

For this period of time can we be flexible on this measurement whilst this is investigated – not sure where the figure has come from originally but has probably not been checked when the proposal first came in. Richard will circulate the information he presented and this will be discussed at the S&ORC meeting on the 14th March 2020 – could well be a typing error in the original proposal that was not picked up at the time.

Simone confirmed that this is shown as 15'1" in the Production Vehicle Sizes chart (in the Discovery 2 dimensions) so was probably a typing error in the minutes.

The problem was that standard body panels could not be used the rear overhang did not work. Rear quarter panels from a 110 can be used by shortening a bit. There needs to be a horizontal line at the top of the doors.

CLOSED

c. Log book scrutineers should still carry on checking vehicles if they are happy to do so taking the necessary precautions as dictated by the government for their areas and follow Motorsport UK guidelines at events.

Members should take their vehicles to the log book scrutineer but this can be negotiated and if travelling is necessary a charge is down to the discretion of the scrutineer. This can also be done at events. Guy Cashmore pointed out that Motorsport UK Scrutineers do charge mileage costs. Fallowe Kirby said that members are usually happy to cover travelling costs if necessary.

Some log booking is still taking place with COVID restrictions in place.

CLOSED

5. Rule Change Proposals

None received

6. Class Q Information

Only applicable to RTVT and will be removed from the agenda going forward as there are very little information coming back. Q class vehicles are only permitted in RTVT and no other events.

7. Enquiries received since previous meeting.

None received

8. Any other business.

a. **Mark Pycraft** – Bridle length and Jate rings – bridle length down to C-o-C and drivers discretion. The angle between the two contact points should be taken into account.

b. **Adrian Neaves** – Can forced induction petrol engines be allowed? The 1.7:1 coefficient would need to be applied. Standard engines are being considered. Needs to be a rule change proposal. This could cause problems for comp safaris – the speed need to be kept down or more expensive permits may be required.

Could an engine be added to the engine list with a proviso added that only engines listed can be used.

c. **Dennis Wright** has received log booking inquiries from Scotland. Clive Thompson has requested more tags.

9. Date and location of next meeting.

Next Meeting – 3rd July 2021

Venue to be confirmed neared the date. Hoped to be The Ibis Hotel, Crick

Meeting dates for 2021:

Council: 12th June, 9th October,

EGM / S&ORC: 3rd July, 13th November.

10. Close of Meeting

The meeting closed at 13.55