

# **ASSOCIATION OF LAND ROVER CLUBS**

**President:** Mr Denis Bourne



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## **Scrutineering & Off Road Committee Meeting**

14<sup>th</sup> March 2020 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 16<sup>th</sup> November 2019

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](mailto: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)
MROC	Richard Banks (S L CM), Richard Smith (L CM)
NERO	Mark Whaley (S L CM), Paul Walton (R), Andy Scarr, Bill Groves
P&DLRC	Dennis Wright (S L CM), Tony Lockwood (S L), Simon Saunt (S L), John Neep, Declan Hague, Callum Hodgson
H&BLRO	Steph Kirby (S L R CM), Niall Banyard, Morgan Banyard
SROC	Dave Canham (S L CS), Terry Buss (L), Mark Baitup (R), Rod Catt, Charles Darby
LRLRC	Mick Wing (R), Viv Wing
ANG LRC	Andrew Flanders (L CM),
CVLRC	Tim Linney (S CM), Matthew Fulwood (SLR), Stuart Newton (CM), Brandon Barnwell
ELRC	Mark Pycraft (R)
S&WLRC	Pete Lugg (S L), Dave Moore
CROC	Alex Cowsill (L)
W&WLRC	Ray Godwin (L)
C&DLRC	Guy Cashmore (R)
	<b>APOLOGIES</b>
P&DLRC	Martin Ambrey (L)
LRLRC	Andrew Sinclair (L), Tony Sinclair (L), Steve Limb (R)
LLRC	Richard Blackshaw
CROC	Alex Cowsill (L)
W&WLRC	Adam Godwin (L), Mykul Jones (L)
C&DLRC	Fraser Parish (S L)
DLRC	Andy Wilson (R)
NWLRC	David Mitchell (R)

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

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

There were 35 attendees and 13 clubs were represented with apologies from a further 3 clubs. There are 27 competitive clubs within the ALRC. Present were 10 members of the S&ORC plus a further 5 log book scrutineers.

## **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 (6<sup>th</sup> July 2019)**

There were no comments received on these minutes. The minutes were proposed by Matthew Fulwood seconded by Dennis Wright 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.

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

Richard Banks has been accepted to serve on the 2020 Motorsport UK Cross Country Committee and also as a trainee scrutineer. The scrutineer position was an easy one to obtain following an online application with a summary CV and now entails having committing the time to getting certain competencies signed off.

Brandon Barnwell said this would be something he would be interested in doing. This is to be progressed.

No CV's have been received by Simone to be forwarded from the ALRC. Clubs can also send their recommendations.

### **CLOSED**

### **b. 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)

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 is a regulation in line with the Motorsport UK Yearbook 2019 P.60.2.1.

This was highlighted at the last meeting and added to the future Comp Safari National Rally ASR's by the ALRC Council on the 6<sup>th</sup> June 2019. 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 regulation. 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.*

Andrew Flanders said that Motorsport UK had added a new, separate regulation to say the following:

**P.60.7.** *Rearward vision whilst properly seated within the confines of the vehicle's bodywork or ROPS must be possible. Vehicles with solid rear bulkheads or an obstructed view along the centreline of the longitudinal axis must be fitted with either external rear view mirrors or a reversing camera. Mirrors and/or cameras must be operational during competition.*

Implementation for 1<sup>st</sup> January 2020. This appeared in a consultation document sent out to clubs on the 19<sup>th</sup> July 2019 with a closing date for the consultation of the 16<sup>th</sup> August.2019.

The regulation CS20 that appears in the National Rally Comp Safari regulations will now be referred to the ALRC Council for addition to the Comp Safari Competition regulations, Section G.4 in the ALRC Handbook under safety grounds. This would be for immediate implementation.

### **ONGOING**

#### **c. 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.

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 A2.

It was agreed that to bring the two regulations into line the wording stating “up to a max of 4600cc” can be removed and the reference made to see A2 remain.

C.3.1. Any Land Rover or Rover car engines (and others with Rover part numbers) may be used complete with their ancillaries subject to A2.

This is to be referred to the ALRC Council for their ratification.

### **ONGOING**

## **5. Rule Change Proposals**

### **a. Proposed amendment to Rule B.19.1 Recovery Points – Previously circulated to all.**

At the last meeting it was said that this proposal required further work before it can be submitted as a rule change proposal. **Changes to original proposal in red / italics and underlined.**

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.

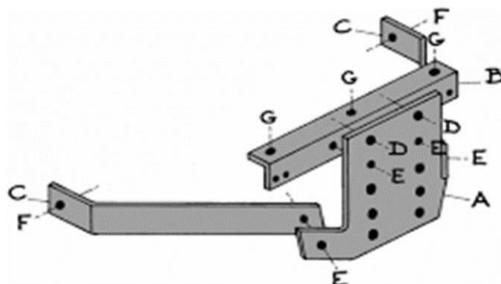
*Where recovery points attach through the chassis or bumper with nuts and bolts there must be a minimum of a 3mm thick, mild steel spreader plate behind its mounting point,*

*“On later style cross members where it is not possible to fit a spreader plate (such as late Defenders cross members with captive nuts) 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 or to suitable brackets attached to these.”*

*“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 the designated bumper attachment points or alternative equally reinforced holes. “built in” or Welded rope attachment points must be of suitable design to withstand the forces of a recovery and will be subject to the discretion of the scrutineer. It is recommended that such attachment points are used in pairs via a bridle, threaded through the loop of the rope. Bolt on or “swivel” attachments must attach through a minimum of 6mm mild steel plate or incorporate a minimum 3mm mild steel spreader plate and attach via high tensile nuts and bolts where applicable.*

*Towing balls, jaws and pintles used for recovery must be rated as a minimum to the capacity of the vehicle being recovered. E.g. a 3.5Te towing ball fitted to a Freelander is compliant: a 2.25Te combined ball and jaw hitch fitted to a Defender is not compliant.*

*Shackles can only be used to attach ropes to a fixed recovery point and must be rated as above.*

B19.2. A pair of Land Rover chassis-Shackles (forged JATE rings) are suitable *when used together via a bridle to share the load.*

Comments received prior to meeting following circulation of the changes:

MROC member – queried the length of the bridle used. If it is too short too much stress is placed on chassis members and damage to vehicles can ensue.

Dennis Wrights then said that it can also reduce the breaking strain of the bridle.

Comments like this need to be placing the ALRC Handbook so advice is given to members as not all are engineers and understand. A simple diagram was thought to be necessary.

Ian Davis, Motorsport UK has also commented to say that the problems of recovery points is being looked into by them. Although there is no perceived problems with Land Rover chassis's and spreader plates the major concern were on the photographs that appeared on 8 and 9 of the proposal where fixtures are held in place with the use of circlips and items that are reliant on welding. There were no other comments made on the rest of the proposal.

These are concerns on recovery points which Motorsport UK are investigating as there have been some avoidable accidents at recoveries where aftermarket recovery points, which can swivel or have been welded together have been used. These were not at an ALRC event.

Should we be asking for certification of recovery points? It was pointed out that these are not usually available for horizontal pulls. We are not aware of any information on failed recovery points.

Richard said that as questions were being raised on the safety of recovery points we would be remiss to not consider what we would deem as suitable when carrying out scrutineering in the field.

A lot of our competitors carry out snatch recovery and these probably should not be used for this. Simon Saunt said that Land Rover recovery points are not rated for snatch recovery.

There appears to be concerns as to the new proposal and not what we are currently doing.

Brandon Barnwell currently has a welded recovery point on the front of his vehicle that has been used at previous events and has been deemed suitable. He is rebuilding a vehicle and is happy to change it if necessary.

Simon Saunt said that it may be better to split the rule change into two parts – (a) the rear cross members and (b) the other fittings.

None of the photographs would be published with any rules nor recommended. Only numbered proposals are forwarded to voting. They are just provided for additional information.

Matthew Fulwood asked if the cut-off date of 2016 should be added after the wording late Defender to future prove the Handbook. This was agreed. These have the Land Rover code L316. Brandon Barnwell to forward the codes to Simone.

The wording "or welded" should be removed from the proposal.

Dave Moore said that competitors get upset when attending different club events where different decisions are made about a vehicle which has not been changed from one event to another.

Following all the discussion it appears that the problems appears to be with the aftermarket products available and not the TD5 set up which is perceived as being safe to use. The Terrafirma product has the same configuration as the diagram in the proposal so would be acceptable.

The ALRC Handbook does not currently cover what the Rule Change Proposal is intending but the existing rules could be clarified to do this. This would include the diagram and state wording suggested - "with the exception of Land Rover type". You can buy new Land Rovers with or without tow hitches – of the type as in Diagram A or a Dixon Bate adjustable one.

The wording of “the minimum of a 3mm spreader plate” is to be looked at being repositioned or have an addition in the wording of the rule to provide clarity.

There was vote of the S&ORC members present (9 For, 1 Against) and it was agreed that the rule change proposal will now be discussed by the ALRC Council as a clarification at their next meeting on the 8<sup>th</sup> February 2020 and not proceed as a rule change proposal for voting on by the member clubs.

The 1 Against felt that the due process of a rule change proposal was not being followed and that was the only reason to vote against a clarification only being carried out. This will also be discussed at the next Council meeting.

Under Changing the Rules in the ALRC Handbook it is stated under the process for vehicle regulation changes that:

- i) *Notwithstanding the rule change process, ALRC Council may at any time amend the ALRC competition regulations in order to deal with an urgent matter of safety, omission or clarification or a change required by legislation or required by the governing body for Motorsport and such change may, if required, take immediate effect.*

All anyone wants to do is ensure that competitors take part in events in a safe manner.

As the rule change had been rejected then the winch bumper paragraph would need to be submitted as a new proposal. As Motorsport UK are investigating recovery points it would be prudent to wait and see what they have to say on this issue. More information is required.

b. Proposed new rule change proposal – previously circulated to all log book scrutineers and clubs before the meeting. For discussion only at this stage as it was received from Simon Saunt after the cut-off date for rule change proposals and is not currently being considered as one.

C.6.3. Dampers are free including Coil-over dampers and Air-shocks. If coil-over dampers or air shocks are fitted the factory coil springs and the associated brackets may be removed. The new coilover mounting points must be adequate to transmit the suspension loads into the chassis.

A coil-over damper or Air-shock is an automobile suspension device which in the case of a Coil-over consist of a damper with a coil spring encircling it and in the case of an Air-shock a damper with a large piston rod, typically 1 1/4" and a Nitrogen gas charge that is the spring. Air shocks are fitted to a few of the current CCV motors albeit with a very light spring in the normal coil spring position to comply with the current regulations. A MacPherson strut is a type of coil over first fitted to a Land Rover in 1997 and fitted to many current models.

There are a few advantages in using coil-over and air shocks which are :- with air shocks the ride height can be adjusted with nitrogen pressure, so adjusting ride height is very easy and with coil over's the ride height can be adjusted by turning a threaded spring seat on the shock body.

On my current car the ride height is ok, however to change ride height I have to change the springs which affects spring frequency and free length so complete new spring specs need to be calculated. The other option is to move the spring seat on the chassis which is a lot of work. Also on my car I have had to have dual rate springs made so that I have the correct ride height the desired frequency at ride height and a free length that retains the spring on it's seat at full droop. This is the same for everybody building a competition vehicle if they want to reduce pitching.

With coil over's there are a wide range of springs available of the shelf so getting the correct springs is relatively easy compared to having several sets of springs custom made.

C.6.2. states that "damper mounts are free" so suitable Coil-over or Air-shock mount can be fabricated under the current rule.

As for loadings on the mountings, springs used on CCV and Comp safari motors generally range between 100 lbs in to 175 lbs in with a 12" travel, so at full bump with 175 lbs in springs and 12" travel 2100 lbs would be the load + the damper load which on a high speed wheel movement such as hitting a square edged bump at speed is hard to calculate with any accuracy, most shock absorber dynamometers only go up to about 40 inches per second and shock speeds in off-road racing can easily exceed this figure. However working on a figure of 15g seems to be a reasonable figure with a built in safety factor. Given that BS 1387 tube has a yield strength of 195N/mm<sup>2</sup> a suitable mounting bracket is relatively easy to fabricate.

Many Comp Safari cars outside of the ALRC have been using coilover shocks for many years without issue and indeed the new Range Rover Velar if spec'd with steel springs has them fitted, also there are Land Rover based Comp Safari cars out there with coilover shocks fitted so why not adapt the rules and make room for them in the ALRC and let existing ALRC competitors that want to use coilover or Airshocks use them.

Comments received on the proposal.

Fraser Parish, C&D LRC –

As it stands we run under a set of regulations that I feel allow people to compete competitively across a fairly even playing field. I feel allowing coil over suspension we are in the realms of it becoming a bit of open cheque book effort!

Knowing the sort of cost implications I feel it is beginning to take the clubman edge away from what we are about as an Association.

There are drivers running under current regulations out there that are competitive but may do it on a small budget, I feel that allowing coil overs which you can do far more fine tuning which will gain you a huge advantage thus then becoming more competitive than you can over current spring shock set ups is just moving the goal post further away!

I know clubs across the country are low on numbers and we don't want to discourage people but we can just keep opening up our regulations....if we do we just as well join the all-wheel drive club!

I like our regulations as they are a relatively even playing field as you can compete for overall prizes on a budget!

Terry Buss, SROC totally agreed with these comments and does not think they should be allowed to be fitted. The only reason for fitting them is to increase speeds at events which then with increased speeds, insurance costs go up and the potential for accidents increases. There is nothing wrong with the systems already used.

Matthew Fullwood asked if there had been any entries in Q class using coilovers but as Q class is only allowed for RTVT's this was thought to be irrelevant to the discussion.

When Q class was applicable to all events there were very few returns of information made by clubs so the need is not thought to be there.

(On checking after the meeting – 2 returns made under comp safari with 1 showing as a100", coil assisted, diff lock and fiddle brakes).

He went on to say that following the meeting this morning information that speed events only account for 16% of our entrants was given. There are a lot of discussions and regulations carried out for a small minority of these when the majority of our members are running trial vehicles.

Simon Saunt said that there were already vehicles competing with air shocks with a weak spring with them. Bypass shocks are already permissible to fit at a cost. They are easy to fit and adjust for events.

There are very few comp safari events run under just ALRC regulations. Guy Cashmore asked is this rule more about “Can I race by non-ALRC vehicle in an ALRC event?” At the minute some members are changing their springs per event.

Tim Linney said what was being discussed was essentially building a racing car. A comp safari was originally run as a number of trial sections run against the clock, not a flat out race. This does appear to be what some of the minority of club members now want.

Mark Whaley said that there are vehicles trialling with air shocks with a nominal spring next to them which will actually hold the weight of the vehicle so the bump stops are not hit. This is allowed for in the rules already.

The vote from the S&ORC for this rule change proposal to be proceeded with in the future was 2 For, 7 Against, 1 Abstention.

## **CLOSED**

### **6. Class Q Information**

Very little change on the previous information circulated.

### **7. Enquiries received since previous meeting.**

#### **a. Foot Activated Hand / Parking Brake - Callum Hodgson, Peak & Dukeries LRC.**

*I was born with a form of Cerebral Palsy called Hemiplegia. This severely affects the right-hand side of my body, resulting in me not being able to use my right arm and hand and also reduced use of my right leg.*

*I have been trialling for just over 10 years now, since I was 14 years old. I have had some class wins and have gradually improved my performance. For 2020 I am investing in a new 80” CCV trailer and I want to be as competitive as possible. One driving style, which is now a commonly used technique, is to use the handbrake in conjunction with a viscous centre diff to negotiate very tight turns. However, this is impossible for me to do as I cannot pull the handbrake with my badly affected right hand. I feel that this puts me at a disadvantage compared with able bodied competitors and this is the reason for my letter.*

*To put me back on a level playing field, I would like to adapt my car by fitting a foot activated hand / parking brake. As my car is an automatic, this could be achieved using Land Rover parts, utilising a manual pedal box, using the redundant clutch pedal to activate the hand / parking brake.*

*I hope that you will give due consideration to the feasibility of this request and I will be happy to meet with you to discuss this matter in more detail.*

Richard Banks asked “What do members accept as a set of competition rules and what can be accepted by the S&ORC as a technically acceptable modification to a vehicle to aid inclusivity for all?”

C-o-C’s would need to be made aware of any such modifications. Some clubs ASR’s do not allow the use of hand brakes and this is difficult to marshal. At many previous meetings this has been discussed and agreed that as part of a vehicle their use should be allowed.

Mick Wing asked – should a warning light come on when the brake is applied as it would not be as obvious as using hand brake in the normal position?

Answer - The use of warning lights coming on when hand brakes are applied has been previously discussed and was considered to not be a viable option.

We do need to be able to trust our members to compete as the regulations are set out.

Steve Kirby said in his opinion this was an acceptable thing for someone with a disability to do and that it could also be seen as a safety issue in this case as in the result of a brake failure, Callum would still be able to apply a parking braking by using a foot pedal.

Current regulation on Brakes appear to cover this.

*C.7.1. Any type of braking system may be used except fiddle brakes.*

*C.7.2. Bias braking (front to rear) is permitted but the ability to alter the settings from the driver / passenger compartment, or whilst the vehicle is being driven, is prohibited.*

*C.7.3 A hand brake must be fitted. The hand brake lever may be altered or changed in order to meet the requirement that the hand brake is operable by the driver whilst wearing a seat belt. No other additional linkage to operate the hand brake is allowed.” (Implemented 1<sup>st</sup> January 2013).*

Mark Whaley said that this could be covered by stating that any modification could be allowed that would permit a member with a disability to take part safely in an event.

The question was raised about an able bodied driver also using the vehicle in an event but they would not be able to use the modification. Callum is happy to make sure that a double driver would need to use the usual fittings for the hand / parking brake..

There has been an article published by Motorsport UK to show that motorsport should be inclusive. This outlined that each individual case should be taken on its own requirements but would need to demonstrate safe use of any modifications. They describe a competitor whose only working limb is one leg. He needed to only show that he could leave a vehicle in the required number of seconds – this he was able to do by throwing himself out and then the marshals would deal with him.

We cannot cover all eventualities but if someone came with hand controls that would be allowed.

If a person was using hand controls to drive a vehicle it would be very unlikely that someone who was unfamiliar with the system would be able to use them safely. Whilst driving on the road, a test needs to be passed using hand controls and then these need to be used at all times.

It was said that this modification could be carried out by Callum and that he would get an official letter showing this, to keep with his logbook. This was agreed unanimously by the S&ORC.

Andrew Flanders added that Motorsport UK were helping Anglian LRC to run a Tyro in 2020 which will involve disabled drivers. There is a kit that can be added to any vehicle to adapt it to be used by hand controls.

### **CLOSED**

#### **b. Dented Roll Cage -Bob Mercer**

Stevie Kirby received a phone call from Bob Mercer and he then circulated an email to the S&ORC.

He wants to buy a used roll-cage but the main hoop has a small dent in it. He asks if he can weld a tubular patch over it. Would that be acceptable?

Stevie did not believe that would be an acceptable repair and if he needs to replace the hoop, then it would not be an economic purchase.

This was agreed by all.

Dennis Wright said that at the National Rally at Stainby there were two competitors who had their tags removed for exactly the same dents.

## **CLOSED**

### **c. Renewal of Log Book – Richard Smith**

Just for clarity, if a car presented has a log book and tag but is well over the five year renewal by a couple of years do we have to start the process again or can we do a simple recheck.

Dennis Wright said that as long as the vehicle as still sound in structure this would not be an issue to be done as a simple recheck. This was agreed by all.

## **CLOSED**

### **8. Any other business.**

#### **a. Seat belts in Timed Trials – Dave Moore, Somerset & Wilts LRC**

At a recent Timed Trial, a competitor was using an inertia three point seat belt was not approved by an MSA Scrutineer. The competitor was allowed to enter as he had previously used the vehicle at an event.

The wording used was that a three point belt is not a lap belt. It is also reminded that it is not allowed to have the diagonal behind the driver and just the lap belt in front. This does not constitute a lap belt.

Our regulations state a minimum of a lap belt must be worn. It is possible to buy inertia lap belts but a lap belt should be a fixed one in the eyes of Motorsport UK.

It was proposed by the S&ORC that for speed events, such as Timed Trials that a minimum of a four point full harness should be a minimum.

This is to be referred to the ALRC Council for clarification under safety grounds.

Proposal was tabled to change H.2.1 Minimum of a lap belt to be worn by all occupants whilst on section.

To:

H.2.1 A minimum of a 4 point safety belt with two should straps and one abdominal strap to be worn by all occupants whilst on section.

It was agreed that an inertia three point seat belt was suitable for non-speed events i.e. CCVT.

## **ONGOING**

### **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.

Please remember to sign the re-check stickers half on and half off the stickers and onto the actual log book. Also please check that the name and address is right on the front cover.

Log books will be collected at the National Rally and this is good practice for clubs to do at all their events. Any issues can then be added to the back page.

At the Majors Memorial Trial, Richard Banks collected the log books and the following was found:

Log Books collected = 56

5 year check stickers = 52 (some Log Books have multiple age stickers)

5 year check stickers correctly signed across sticker and Log Book = 21 of 52

5 year check stickers NOT placed on Log Book page 2 = 12 of 52

Scrutineers named on 5 year stickers = 18

Scrutineers correctly signing across the 5 year sticker and Log Book = 5 (only 5 of 18 Log Book

Scrutineers correctly signed the 5 year stickers).

Dennis Wright reminded the meeting that at a log book retest it was not necessary to issue a new tag unless the original one was damaged.

## **ONGOING**

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

Next Meeting – 14<sup>th</sup> March 2020

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: 8<sup>th</sup> February, 13<sup>th</sup> June, 10<sup>th</sup> October,

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

### **10. Close of Meeting**

The meeting closed at 15.35.