

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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Scrutineering & Off Road Committee Meeting

13th March 2021 starting at 13:00

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 14th November 2020

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)
MROC	Richard Smith (L CM)
NERO	Mark Whaley (S L CM), Paul Walton (R),
P&DLRC	Dennis Wright (S L CM), Richard Entwistle
H&BLRO	Fallowe Kirby (S L R CM)
SROC	Dave Canham (S L CS), Mark Baitup (R), Charles Darby
LRLRC	Steve Limb (R),
CVLRC	Stuart Newton (CM),
ELRC	John Musham (R)
S&WLRC	David Moore
NWLRC	David Mitchell (R)
LLRC	Richard Howard (R), Lee Houltyby (L)
W&WLRC	Archey Barrell
C&DLRC	Guy Cashmore (R), Fraser Parish (S L)
	APOLOGIES
MROC	Richard Banks (S L CM),
CVLRC	Tim Linney (S CM), Matthew Fulwood (SLR),
ANG LRC	Andrew Flanders (L CM),
S&WLRC	Pete Lugg (S L),
C&DLRC	David Jeffrey (S L)
W&WLRC	Adam Godwin (L), Ray Godwin (L),
SROC	Terry Buss (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 20 attendees and 14 clubs were represented with apologies from a further 2 clubs. There are 27 competitive clubs within the ALRC. Present were 5 members of the S&ORC plus a further 2 log book scrutineers.

1. Open the Meeting.

The meeting was opened at 1.05 by Richard Smith but will be run by Simone as she has the necessary information. It was explained that they were together as this is a business meeting which permits this to happen.

2. Apologies for absence.

Apologies for absence were recorded. See table above.

Simon Saunt has stood down from the ALRC S&ORC as he is moving to Barnoldswick, Lancs to live on a boat.

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

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

4. Review of ongoing Topics.

a. 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.

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.

This was highlighted at the last meeting and added to the future Comp Safari National Rally ASR's by the ALRC

Council on the 6th 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 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.

The following regulation was ratified by the ALRC Council on the 16th November 2019 to be included in the ALRC Competition Regulations and take immediate effect.

Section G – Competitive Safari – Specific Technical Regulations.

G.4 Brake Lights

G.4.1. Brake lights are mandatory and they must be rearward facing and mounted as high as is practicable within the bodywork confines.

CLOSED

Andrew Flanders said at the November 2019 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 1st January 2020. This appeared in a consultation document sent out to clubs on the 19th July 2019 with a closing date for the consultation of the 16th August.2019. This has now been added to the 2020 Motorsport UK Yearbook regulations and covers all events and not just comp safaris. Due to the time lapse by not holding meetings this may have been missed by some clubs. It must be complied with and does need highlighting to club members and trials as well.

CLOSED

b. 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 – as previously agreed in the permitted engines list.

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.

The above regulations were ratified by the ALRC Council on the 13th November 2020 to be included in the ALRC Competition Regulations but at this S&ORC meeting it was felt that it may need further clarification.

Simone felt it was unlikely to be sorted before the publication of the next Handbook but that it was better to be correct then published in haste.

Fraser Parish said that there seemed to be some confusion as to the sizes of engines now being allowed as they included ones that were not now based on a Rover block. (The added engine list was agreed for implementation on 1st January 2019).

Steve Limb asked was it the intention that engines can be bored out to increase capacity? This was not thought to be the case as all. We also need to also state that the stroke cannot be increased as that can increase capacity.

Dennis Wright said that there were other ways of increasing power as well that were already being used.

Mark Whaley said that that the following wording could be perhaps be used but was not sure where it should appear in the regulations.

Proposed added wording to C.3.1 - Retaining their original capacities, allowing for any tolerances caused by reconditioning. This requires more discussion.

Dave Canham said that this will be very difficult to police this and may be unusable. This was agreed by Guy Cashmore and Dennis Wright. Although it was felt that although it may be difficult to police that did not mean it should not be included

David Moore said that there could be a rule to state that you cannot re-bore an engine as it is not in the spirit of the event. There does need to be some trust with the members to comply with the rules.

Perhaps the wording should be in A2 so that it applies to all engines before more specific engines in standard and modified classes are applied.

The wording needs to be discussed further. Only send to current attendees of this meeting via email so that the topic can be further explored based on this discussion. Another Zoom meeting to be set up subject to availability of members.

A Zoom meeting was arranged on 23rd November for 3rd December 2020 but there were only 5 attendees – Richard Smith, Simone Birch, Fallowe Kirby, Charles Darby and Steve Limb. If enough members had stated that they could not attend we could have maybe rescheduled. It was thought that arranging a Zoom meeting, with no travelling could be the way forward, especially for small groups. The interaction before and after meetings is important though so there will hopefully be some face to face meetings next year

With regard to the proposed additional words to the regulation C.3.1. as outlined above it was agreed that there was already wording in A2 that covered this and any addition was not necessary – Maximum capacity allowable for each family of engine is that when fitted to a Land Rover product.

This would avoid engines being permitted to be re-bored to a much higher capacity. This is not able to be detected but we are reliant on members being true to the spirit of the event and abiding by the regulations.

There is also the regulation 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.

It was agreed that the regulation C.3.1 should read as ratified by the ALRC Council on 13th November 2020.

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.

The Engine table listed in A2 was also discussed and it was agreed that the Comp Safari Class column should be removed as all classes are already covered in the regulation L.1.3 so this extra listing is unnecessary. Engine size does not apply to trial classes.

The table is a simplified version of the total list that did appear in in the S&ORC meeting minutes held on 17th March 2018.

The sentence in A.2. – “The engines list will define which class” can also then be removed.

It was also said that there should be an addition to this table as a clarification to show the original older engines that are used. The first engine listed should be the Rover Buick derived V8, Petrol, 3.5 – 4.6litre.

This addition will be circulated to previous attendees as it does need approval from the S&ORC members before it can go to the ALRC Council for ratification. There were 5 S&ORC members present at the original meeting so a response is required from them. The cut-off date will be the 12th December 2020 for replies as the meeting minutes do need to be sent out and cannot be done until this is sorted.

These comments will now be discussed by the ALRC Council for consideration for ratification as we would like to get the ALRC Regulations correct before the printing of the next Handbook.

ONGOING

c. 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 1st 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.

Simone has now sent a letter for Callum to keep with his logbook and show to event scrutineers as necessary.

CLOSED

d. 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.

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.

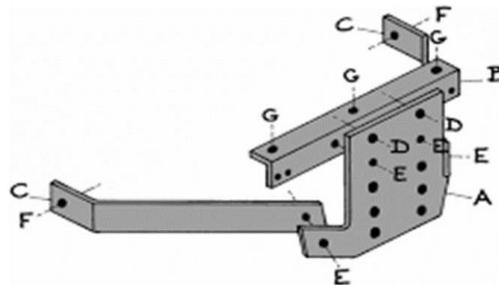
Where recovery points attach through the chassis or bumper with nuts and bolts there must be a minimum of a 3mm thick, mild steel spreader plate behind its mounting point,

“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.

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

B.19.4. All fixings must be high tensile.

The above regulations were ratified by the ALRC Council on the 8th February 2020 to be included in the ALRC Competition Regulations and take immediate effect from that date.

CLOSED

b. Proposed new rule change proposal re coil over suspension – 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.

CLOSED

c. 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 that 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 shoulder straps and one abdominal strap to be worn by all occupants whilst on section.

The above regulation was ratified by the ALRC Council on the 16th November 2019 to be included in the ALRC Competition Regulations and take immediate effect from that date.

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

CLOSED

6. Class Q Information

Very little change on the previous information circulated.

7. Enquiries received since previous meeting.

a. Log booking of a Freelander – Ian Jeffrey, Cornwall & Devon LRC (05.08.2020)

I was told you might be able to help me I have a Freelander which has got a fresh Motorsport UK logbook and I want to use it in local ALRC comps. How did you get yours done as my local

logbook chaps aren't being very helpful as one told me he won't pass it as not a Land Rover and the other want all sorts of reports done.

As it stand at the min I was told that if I got a Motorsport UK logbook I can get an ALRC one as there build speck is a lot higher but both my locals won't ask anyone to see what needs doing, any pointers would be great as we want to use it in 2 weeks time

Reply from Mark Whaley via email:

I have had a look through the current ALRC yearbook and the premise is still the same in allowing Freelander, and any other monocoque based Land Rover, to be issued with an ALRC Logbook.

The main point is that all the regulations developed by the ALRC over a number of years are based around separate chassis vehicles and have been developed by 'inspection' and 'observation' without subject to testing or calculation, this is accepted by Motorsport UK. The ALRC Roll-Cage Regulations are quite clear that ' Vehicles with chassis should follow these regulations; monocoque vehicles should follow Motorsport UK roll-cage designs'; Page 118 of 2019 Green Book.

So if you have a manufactured roll-cage, say Safety Devices or Rollcentre for example, you should be able to obtain a design certificate from the manufacturer which can be presented to the Scrutineer - job done. If you have fabricated the cage in accordance with Motorsport UK regulations, Section K 1.1 to 1.7 inclusive starting page 155 of current Blue book, then the logbook scrutineer should check the ROPS in accordance with those regulations and details. This advice would only work if the Freelander were 'standard' if it is shell bolted to a separate chassis or a spaceframe silhouette then unfortunately the vehicle cannot be ALRC Log booked. It must also be noted that your vehicle must have either an ALRC Logbook or signed second inspection form to be eligible to compete in an event hosted under the ALRC Regulations. This subject was also covered in the S&ORC meeting minutes held on 6th July 2013.

Fraser Parish and David Jeffrey will log book this vehicle.

CLOSED

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

Back in 2017, I submitted a rule change proposal as per the attached minutes, but unfortunately was not able to attend the meeting to discuss this. According to the minutes, this is still ongoing and therefore I feel it appropriate to raise the proposal again, especially after talking to fellow competitors and taking into consideration some comments through online forums. A revised rule proposal is listed below:

The Rationale:

Under the current ruling above, the only acceptable replacement or alternative for a standard Series 1 in Class 1 is the Rover 60 2 litre car engine. I have recently been looking for another engine for my 1951 Series 1 Land Rover due to a crack in the block that is not repairable. With prices of 1.6 and 2 litre Rover engines pushing 4 figure sums, it is not financially viable or feasible to find a replacement engine should you have any trouble like I have with mine. The Rover 60 engine that is shown as an acceptable replacement is arguably just as hard, if not harder to find than a Land Rover engine of the same capacity. I have been quoted an engine rebuild from local engine specialists Cox and Turner Engineering for over £5K and a 12 month lead time for a 2 litre, that is providing you have a decent block to start with. An acceptable replacement for a Series 2 or 3 in class 2 is a normally aspirated 2.5 litre diesel. I believe this was because 2.25 diesel engines were becoming harder to find. However, prices for a running 2.25 litre petrol or diesel engine are anything between £100-£500; they are also pretty easy to come by with a quick look on eBay so am not sure what the rationale was for this rule change. The value of Series 1's has increased dramatically due to collectors' expectations and concours condition preferences and they are now sought after by Land Rover collectors and dealers for their showrooms. Hence, to find a running 1.6 or 2 litre, you will need in excess of

£1500. And even then, it will still be an engine that is over 55 years old which will undoubtedly need work. As mentioned above, I understand the 2.5 NA diesels were allowed under standard class 2 as it was deemed that the 2.25 diesel was becoming harder to find. If this is the case, then how has Class 1 not been allowed to develop when Class 2 has? The lack of engine spares could see this class completely disappear, which may not be of concern to the wider ALRC but will be to some members. To clarify, this rule change proposal is not being put forward to find more power, but simply a suitable replacement to what is now a very hard to find standard engine.

I have been planning on putting a 2.25L petrol engine into my Series 1 for a while now, but under the current ruling I would be competing in a modified class against V8s and 200/300TDI powered Land Rovers. As such, under a modified class it does not make sense to put a 2.25 in as a replacement as there are more powerful and cheaper alternatives. However, the power of a 3.5 V8 is significantly more than a 2.25 (more than double the BHP!) and as a result the gearbox and drive train is simply not designed to take the power of a V8 or the torque of a 300TDI; therefore other modifications may also be considered and are necessary. By putting a 2.25 in an 80" this will put it into a modified class under the current rule and to give an example, this is the difference in vehicle you could have in Class 6 (Modified Leaf Sprung up to 84" wheelbase)

Vehicle 1 - Class 6 Standard Series 1 80", albeit with a 2.25L petrol or diesel engine – engine change makes it modified

Vehicle 2 - Class 6 Series 1 80" with below modifications:

4.6 V8 running after market ECU, 230BHP plus....

Hybrid HP22/24 Auto with HD Torque Converter

Disco 2 Axles converted to run leaf springs

Modified shock mounts to suit remote reservoir shocks

4 Pin Pegged Differentials

P38 Power Steering Conversion

I guess my question to the ALRC and SORC is how is the above allowed to compete in the same class? The modifications to the second example vehicle would require a budget in excess of £10K. Noting this is an extreme example, there are currently vehicles within the ALRC in class 6 that have V8s, power steering, modified shock mounts to name a few. Any of the above modifications would put a Class 1 vehicle into a modified class.

The gearbox, axles and steering components from later Series Land Rovers are already allowed on a standard 80" in Class 1. I am already running Series 3 axles and gearbox, as well as a later steering box. In addition, these parts were designed by Land Rover to fit in vehicles with a 2.25L petrol engine. I am somewhat surprised that these modifications have already been allowed in a standard class but an engine change to 2.25L has not - I would like to understand the reasoning behind this. A rule change to allow 2.25L engines in Class 1 would allow those who have already converted their vehicles to 2.25 engines to compete against similar vehicles, rather than be put into a modified class as the above example demonstrates. Looking back through National entries and the vehicles that were competing, Class 1 would be more competitive and see an increase in competitors in this class, especially considering the success of events like the Patina National and Cornwall and Devon LRC's leafer trial. Under the current ruling, Class 6 (modified leaf sprung 80"s) can range anything from a 2.25 litre engine up to a 4.6 litre. The power difference between a 2 litre engine (Rover 60) and a 2.25 litre petrol engine is around 14BHP and 3 LB/FT in torque. Compare this to a 2.25 and 3.5 V8, which under the current ruling would put both in the same modified class, the power of the V8 is over double the 2.25. Note, you are allowed any engine in class 6 and therefore could be competing a 2.25 against a 4.6 V8 as the above example demonstrates.

I genuinely believe that there will be no Class 1s in the near future without the below rule change and without this, it will more than likely discourage competitors as running against very highly modified vehicles in the same class does not whet the appetite. Although it would be a great shame to see these classes diminish due to the lack of engines available, it would be a

bigger disappointment to see ALRC competitors put into a modified class for what essentially is a very period modification. Having been bought up around trialling, I have always been under the impression that a standard class vehicle was always encouraged as it kept the sport affordable and at the grass roots of the sport. Modifications come at an expense and therefore the modified classes have grown as vehicles become more capable and budgets become bigger. It is unreasonable to put a 2.25 petrol/diesel in the same class as a heavily modified vehicle with a V8 or a 200/300TDI. A 1.6 or 2 litre Land Rover engine is no longer affordable in the current climate when looking at replacement engines, especially when a 2.25 is much easily obtainable and gives minimal power increase - it appears to be the most suitable replacement.

Proposal:

Current Wording:

Original Land Rover Engine - 1.6 and 2 litre

Acceptable replacement - Rover 60 2 litre car engine.

New Wording:

Original Land Rover Engine 1.6 and 2 litre

Acceptable replacement - Rover 60 2 litre car engine, Land Rover 2.25 engines, Rover 80 2.25 litre car engine.

Comments circulated before the meeting from Charles Darby:

I think to change the engine spec of the standard 80 class is wrong as this is the only Land Rover that only had one engine type i.e. the side exhaust overhead inlet.

The 86 and 88 Series 1 and early Series 2 petrol also run this engine which compete alongside the Lightweight and Series 2 and 3 which run the ohv 2.25 derivative engine.

Over the years some people in class 2 have changed their engines for the 200 Tdi as a good day to day compromise and until recently were easy to find and the owners moved to class 7 along with others that fitted power steering.

I do appreciate that the costs of rebuilding the Series 1 engine are high but so to are the parts for the 2.25 and good engines are getting as scarce as the side valve engine.

The difference in potential power from a 2.25 engine is two thirds more in excess of 100 hp in kit form from ACR and with more detailed work more still. There were some very potent engines built by Carl Amos and I think the Carmen family which could leave a then v8 s in their dust.

The wheelbase and engine is the whole essence of where the ALRC comes from and as we go forward the roots must not be lost.

There are still quite a few Series motors being used especially in RTV and TYRO

To conclude In my opinion a Standard class is defined by the wheelbase and appropriate engine type so a standard leafsprung 80 should have a 4 cylinder overhead inlet side exhaust. I have run my 80 for nearly 4 decades now and it still makes me smile and usually entertains lots of people and on a good day may even stay on its wheels.

Other comments received from members unable to attend the meeting

James Boston (Breckland LRC) agrees with what Charles says about engine change and has had no further response from any of their club members.

Ray Godwin also agrees with Charles comments and thinks that only Standard vehicles should remain as such.

Matthew Fulwood:

When we discussed this previously, I believe the conclusion was. There is nothing stopping the person competing with the engine they want to use currently, however as it is a modification, they would be modified class.

The rule proposal seems solely based on them wanting a modified vehicle labelled as a standard one. When it clearly wouldn't be. I'm not sure that is in the 'spirit' of how the regulations are written and I would personally not support this rule change.

In addition, the rationale seems to be based purely on a financial basis. As there is no other reason why a regular Series 1 or Rover 80 engine couldn't be retained

I've just had a look on Ebay and there certainly seems to be a few options available within the standard class rules. And prices don't seem to be all that different to Tdi/Rover V8 prices. So I believe the rationale to be tentative.

As the rule book currently does not prevent the person entering with the engine of their choice. I'm unsure why they have an issue with being labelled as modified, despite it being a 100% accurate description?

It should also be noted that not all modified class vehicles are of an extreme nature either. So the competitor would be at no competitive disadvantage. And ultimately it would only be the larger weekend/national level events that are likely to separate standard and modified class vehicles anyway.

Adrian Neaves:

I agree with the proposal that original engines are coming very hard to find and very expensive to rebuild.

I have no issue with allowing the 2.25 to be allowed to compete in standard class.

I feel if we don't allow this then we will stop people using standard vehicles as the cost to keep the standard increases. I see where Charles is coming from ref his email on this subject but don't think by making them change class to modified is the answer. I feel we still have to support people trying to keep vehicles original as possible but allow flexibility due to growing costs.

David Moore said that you can change an engine in Class 2 but not in Class 1 which doesn't seem very fair. If there is not a suitable engine replacement to remain in standard the Class 1 will die out. It is more expensive to remain in standard class. He is only asking for a period modification and not asking for a drastically larger engine to be permitted.

Also some modifications are already allowed so what is the difference with changing the engine. It was confirmed that the vehicle was used in all ALRC events at the moment.

Dennis Wright is against a proposal to allow a modified vehicle in a standard class. It is not preventing an entry but just determining which Class the vehicle is placed in. Dave Canham agreed with this.

Steve Limb - precedence has been set by allowing engines in Class 2 but that doesn't make it right. Leics & Rutland LRC are split, committee and membership on this but his personal opinion is that two wrongs do not make a right.

Fraser Parish – should some leeway be allowed? Club numbers are dwindling in Standard Class. Parts are difficult to get hold of and small changes are putting vehicles in modified class. Mark Whaley – how can you tell which engine is which? If true standard vehicles are run alongside a modified vehicle it would be an unfair playing field and those that are being used will gradually stop trialling.

Paul Walton said that standard should be standard but it may result in the end of Class 1 which is unfortunate but should not be changed. This could be down to costs and availability of parts for a seventy year old vehicle. Should we allow certain modifications to keep the class going?

Charles Darby said that the engine and wheel base of a vehicle were the defining elements used and other than Class 1 there were already differences. Class 1 should remain a pure Class.

Dennis Wright asked if the Minerva engine would be a suitable replacement? David Moore said that unfortunately JLR have bought up all the spare engines available.

Could we consider splitting the Classes 1 and 2 to acceptable limits as 1a, 1b and 2a, 2b – but they would not be completely standard. Another split could perhaps be done in Class 6?

There was no real support for this current proposal from David Moore at this meeting but it will be discussed at the next meeting when all clubs have seen these minutes and may have a different point of view. David Moore will try and word a new proposal for the next meeting.

Paul Walton said that the reality was that all his club members had been notified of this meeting and sent out the link for it, as other clubs had done but and that this small attendance was from those able to attend.

Simone pointed out that this matter had first been discussed in 2017 with no different outcome. Most clubs would probably amalgamate Classes 1 & 6 anyway due to low entry numbers.

ONGOING

8. Any other business.

a. New ALRC competition log books bought – 500 have cost £52.

b. 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 is probably a typing error in the minutes.

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.

9. Date and location of next meeting.

Next Meeting – 13th March 2021

Venue to be confirmed neared the date.

Meeting dates for 2021:

Council: 6th February, 12th June, 9th October,

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

10. Close of Meeting

The meeting closed at 14.27