

# ASSOCIATION OF LAND ROVER CLUBS

**President:** Mr Denis Bourne



*Please Reply to:* Simone Birch  
1A Duncan Avenue  
Huncote  
Leics  
LE9 3AN

Email:tonybirch@btinternet.com

0116 286 7913

28<sup>th</sup> November 2016

Dear All

## **GENERAL AND SCRUTINEERING & OFF ROAD COMMITTEE MEETINGS**

Please find enclosed with this letter copies of the ALRC EGM and S&ORC meetings minutes held on the 12<sup>th</sup> November 2016 and the agendas for the next meetings to be held on the 18<sup>th</sup> March 2017 at the The British Motor Museum, Banbury Roadm Gaydon, Warks, CV35 0BJ starting at 10.00am and 13.00.

The minutes are sent direct to the ALRC Council, all club secretaries and delegates who attend the meetings, the Scrutineering & Off Road Committee and Log Book Scrutineers but I would be grateful if you could distribute this information to all members of your clubs.

If you have any topics that you would like to raise at the next meeting please let me have them so they can be added to the agenda.

## **ADDITION TO THE ALRC SUPPLEMENTARY COMPETITION REGULATIONS**

After further discussion at the ALRC S&ORC meeting held on the 12<sup>th</sup> November 2016 the ALRC Council ratified the following changes and addition to the ALRC Competition Regulations which takes immediate effect.

### Part 1 General Vehicle Regulations

#### Section B – Standard Class Vehicle Regulations

#### **B.19 RECOVERY POINTS**

*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.*

*These recovery points must have a minimum of a 3mm thick, mild steel spreader plate behind it's mounting point, regardless of its type or location. (Clarification 9<sup>th</sup> July 2016).*

*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*

*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. (Clarification 4<sup>th</sup> July 2015).*

*B19.2 A pair of Land Rover chassis-shackles (forged JATE rings) are suitable. (Implemented November 2016)*

At the ALRC EGM held on the 12<sup>th</sup> November clubs voted to accept the following rule change and this was ratified by the ALRC Council on that date. This rule comes into effect on the 1<sup>st</sup> January 2017 and will run for a two year period until 31<sup>st</sup> December 2018 when the success or failure of it will be assessed.

### Part 3 Competition Regulations

#### Section L. Vehicle Classes

##### L.1.1 Trials

Class Q. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

##### L.1.3 Competitive Safari

Class Q. A vehicle manufactured from Land Rover parts in accordance with MSA Regulations. Vehicles must retain Land Rover axles, engines and drivetrain. Vehicles must retain the appearance of a Land Rover.

To understand the background to the introduction of this rule please find attached an explanation as to why Class Q has been created and also the response required from all clubs that use this ruling at their events. Any clubs that run an event allowing class Q should return the information asked for to the above address so that it can be collated and reviewed at each Council and S&ORC meeting.

This document will be added to the next publication of the ALRC Handbook which will be available to clubs early in 2017 but I would be grateful if clubs could publicise this information to all their members so that it is clear the intention of this rule.

### **ALRC RULE CHANGE PROPOSALS**

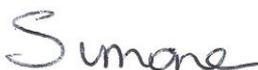
At the ALRC AGM, which will take place on the 12<sup>th</sup> March 2017 starting at 10.00 the following ALRC Supplementary Competition Regulation Rule Change Proposal is due to be voted on. Only Competitive member clubs are eligible to vote. As laid out in the process for Vehicle Regulation Changes a majority of the total number of competitive clubs must place a vote before a proposal can be put forward for ratification by the ALRC Council. A voting form has been sent to all competitive club secretaries and these can be returned to the above address prior to the meeting. Email copies are acceptable.

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

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

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

Yours sincerely



Simone Birch

Secretary

For and on behalf of The Association of Land Rover Clubs

cc.

All member Clubs

ALRC Council

S&ORC

Log Book Scrutineers

Delegates.