

ASSOCIATION OF LAND ROVER CLUBS

President: Mr Denis Bourne



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Scrutineering & Off Road Committee Meeting

15th November 2014 starting at 13:00. (1 o'clock pm after the EGM)
The Oaks Farmhouse
NFU Insurance HQ, Tiddington (near Stratford-upon-Avon).

AGENDA

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

For those who have not been there before:-

The NFU Insurance HQ is in Tiddington, just to the East of Stratford-upon-Avon.

If you cross the Avon Bridge in Stratford-upon-Avon heading South East, take the very first left turn off the end of the bridge, signposted Tiddington, B4086. This becomes Main Street in Tiddington. It's one mile to the prominent rectangular building set well back on your right on the Western outskirts of Tiddington near the junction with Knight's Lane. If you get to Knight's Lane, you've just gone past the building!

If you're coming in from Wellesbourne heading West, drive carefully through the narrow Tiddington village towards the Western outskirts where NFU HQ is on your left just past Knight's Lane.

We now use the separate building to the left of the main Head Office so turn left off the main driveway just before you get to the main building.

Please sign the register in the entrance area so the security staff know who is in the building in the event of an emergency.

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Minutes of the of Scrutineering & Off Road Committee meeting of 5th July 2014

Distribution:-

Via club secretaries who forward them accordingly to their club members, Scrutineering & Off Road Committee members, Log Book Scrutineers, Club Representatives, Council members and other interested parties.

Note:- Recipients of these minutes need to ensure that these matters are discussed at club committee meetings and also to publicise any concluded issues in their club newsletters. In the majority of cases, the minutes are sent by post and e-mail to the secretaries of all competitive clubs, S&ORC, Log Book Scrutineers, club delegates and members attending the meetings.

There were 21 attendees and 11 clubs were represented with apologies from a further 3 clubs. There are 27 competitive clubs within the ALRC. Present were 7 members of the S&ORC plus a further 4 log book scrutineers.

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

Those present - Taken from the NFU attendance list.

NAME	CLUB
Mark Whaley (S L CM)	North Eastern RO
Ian Whaley (G)	North Eastern RO
Steve Kirby (S L R CM)	Hants & Berks LRO
Dennis Wright (S L CM)	Peak & Dukeries LRC
Simon Saunt (G)	Peak & Dukeries LRC
Simone Birch (CM)	Leics & Rutland LRC
Tony Sinclair (S L)	Leics & Rutland LRC
Andrew Sinclair (L)	Leics & Rutland LRC
Malcolm Wilson (S L)	Lincs LRC
David Southcott (S L)	Southern ROC
Dave Canham (L R CS)	Southern ROC

NAME	CLUB
Debbie Darby (CM)	Southern ROC
Charles Darby (G)	Southern ROC
Mark Baitup (G)	Southern ROC
Peter Gladman (G)	Wye & Welsh LRC
Neil Rogers (G)	Staffs & Shrops LRC
Mark Neale (L)	Essex LRC
Belinda Neale (G)	Essex LRC
Matthew Fullwood (G)	Chiltern Vale LRC
Tim Linney (S, CM)	Chiltern Vale LRC
Derek Spooner (CM)	Midland ROC
Richard Smith (L)	Midland ROC

S = Scrutineering Committee member. R = Club Representative. L = Log-book Scrutineer. CS = Chief Scrutineer (of the named club) G = Guest CM = Council member. S co-opted = Co-opted to Scrutineering Committee

Apologies for absence received from:

NAME	CLUB
Andrew Flanders (S LCM)	Anglian LRC
Tony Lockwood (S L)	Peak & Dukeries LRC
Colin Gaukroger (R)	Lancs & CheshireLRC
Fraser Parish (L)	Cornwall & DevonLRC
Guy Cashmore (R)	Cornwall & DevonLRC
Dave Moore (S L)	Chiltern Vale LRC

NAME	CLUB
Andrew Birch (CS)	Leics & Rutland LRC
Terry Buss (L)	Southern ROC
Ray Godwin (L CS)	Wye & Welsh LRC
Adam Godwin (L)	Wye & Welsh LRC
Frank Champion (S L CM)	Lincs LRC
Gary Campbell (S R L)	North Eastern RO

Note that the elected scrutineers committee members, marked (S) above, represent the ALRC as a whole; the club name is included for information only. Matters that are concluded will be marked.

1. Open the Meeting.

The meeting was opened at 13:10 p.m. Mark Whaley said that while he was the Chairman of the S&ORC it was not his role to make the decisions. This would be decided democratically by those present.

2. Apologies for absence.

Apologies for absence were recorded. See table above.

3. Review the minutes of the previous meeting (22nd March 2014)

The minutes were proposed by Dennis Wright, seconded by Tim Linney and agreed unanimously. Signed by Mark Whaley.

4. Review of ongoing Topics.

a. How vertical is vertical for the main hoop?

An issue highlighted during the Harold Carman's discussion was how vertical is vertical for the main hoop. ALRC Roll Cage reg 2.4. says that the hoop "should be vertical"; whereas the MSA reg K.1.1.4. says "near-vertical".

Log book scrutineers have looked at the vehicles in their clubs and this is not seen to be a problem.

Andrew Flanders is to check with the MSA to see if it is acceptable for the tube to be out of vertical by the size of the diameter of the tube and hopefully circulate the answer when received.

The report from the MSA is that this is still being looked into but the MSA committee thinks that the FIA allow a tolerance of +/- 10 degrees from vertical. Members of the MSA committee have been asked for examples of the main hoop.

Awaiting MSA statement on setting a specific angle plus tolerances but this is thought to be going to be 8 degrees.

No reply from MSA yet so still ONGOING.

b. MSA Off-Road Scrutineers. (23 March 2013)

The fast-tracking of Off-road Scrutineers was carried out by the MSA some years ago but this does not seem to be available now even though the grade appears on the Official Licences application list.

The MSA currently want all their Scrutineers to cover all event disciplines but this isn't practicable or indeed necessary for a scrutineer to check off-road vehicles. We need to have scrutineers that specialise in off road.

Dennis Wright pointed out that there was still an Off Road Scrutineer listing on the MSA website. Malcolm Wilson said that the changes came about because the MSA were short of National Scrutineers for all speed events and this was supposed to be a temporary measure.

The MSA are not planning to fast track any off-road scrutineers but we are to try and get some scrutineers through an assessment procedure to get through from car to National level. The assessment usually takes the form of taking charge of a meeting and also answering questions. Dennis Wright, Andrew Flanders, Andy Frost, Tony Lockwood would all be interested in doing this.

At present the following ALRC scrutineers are also MSA National Scrutineers - Frank Champion, Malcolm Wilson, Colin Gaukroger, John Barlow.

Andrew Flanders is to find out from the MSA what we can do to achieve this. The MSA would organise an assessor to carry out the grading.

In the current MSA Blue Book it is not clear as to what grade of scrutineer is needed to run a comp safari.

Individuals who act in an official capacity do need to be aware of the judicial system as well as scrutineering issues.

No listings due. Just as it was unless Andrew Flanders has heard otherwise. To be checked for the next meeting.

ONGOING

c. Roll Cage with a Roof – General discussion

Following the shattered Perspex roof at the National Rally there was discussion about the material that should be used when a roof is fitted. Steel and polycarbonate with a British standard mark were both mentioned as materials that could be suitable and if necessary an addition is required to the ALRC Handbook to cover this in the future.

It was pointed out by Richard Smith, Midland ROC that following a roll over at a CCVT run at Eastnor it was the roof that caused the problem when the drivers head hit it.

It was said that if there had been no roof, a rock could have done damage as well.

In speed events it should be noted that sun roofs are not allowed and they must be covered by the same material that the roof is made from.

The use of suitable material is to be further discussed at the next meeting when more facts about what is used at present are available. Log book scrutineers are asked to check current vehicles and report back.

The results from clubs were that most roofs are made from metal or weld mesh to prevent branches coming in.

There is no requirement for a roof. There are Perspex type materials that would not shatter but policing this would be very difficult for the scrutineers to test this. If we ban all plastics it could include something allowed by the MSA to replace windows. These would usually have standard makers mark.

Are some members putting Perspex as an inner under a tilt to stay in standard class in RTVT to then remove the canvas to be in modified class in CCVT? The current rules do not allow this as it is not specifically mentioned.

It was thought that the rule also needed to be placed in standard class as well to cover this.

The use of metal, canvas and weld mesh were considered suitable. Not plastic. Old tilts with windows in would

comply with this.

On safety grounds the rule needs to be added under B12 – Bodywork & Chassis and C. 12- Silhouette.

Our rules state what can be done so the following wording under B.12.6. and C.12.5 was voted by the S&ORC – 8 For – Unanimous.

(POST MEETING NOTE - AT NO TIME DURING THE MEETING DID FIBREGLASS OR SIMILAR MATERIALS GET MENTIONED SO THIS WAS OVERLOOKED).

B12. BODYWORK & CHASSIS

B.12.6 When a roof is fitted it must be made of any metal, canvas or weld mesh only. No other materials allowed.

C.12. SILHOUETTE

C.12.5. When a roof is fitted it must be made of any metal, canvas or weld mesh only. No other materials allowed.

This was discussed for ratification by the ALRC Council after the meeting and approved by them but then after a great deal of correspondence received on this once it was sent out the rules were withdrawn. It was clearly an oversight that existing vehicles that did not fit into these rules had not been considered.

The way our rules are written it is very difficult to have rules that cover all types of events. This is being looked at in the consultation that is currently going ahead. Should we have more event specific regulations instead of just mainly standard and modified? We are hoping to set up a small active team of people who can look at suggestions and decide on how to move forward.

We want to keep current vehicles that are competing at the same level that they are at and make more progression with having specific event regulations.

Murray Wiltshire pointed out that at present if the rules do not say that you can do something then you can't. This should be kept.

Dennis Wright pointed out that it is down to the competitor to present his vehicle in a suitable state to take part in events.

The difficulty we have is that some events our rules would allow a glass sunroof – e.g. Defender or Discovery entered in Tyro or RTVT. This is not allowed in the MSA Yearbook – all competitions must have the glass panels removed so we do need to have rules to cover this.

The issue of roof materials does not just impact on the competitor if it is damaged, it could also affect a marshal who goes to their assistance.

The rule on composite bonnets only states that they be made from fire retardant materials

There is still the wish from those present in the meeting for a rule to be added to cover roof materials and it is noted that those that complained about the ruling are not present at this meeting. It is very difficult for the scrutineer to tell what material has been used when glass is replaced.

This is the first time that this has been an issue so may not be a big problem. Our rules do allow members to remove body work above the capping line but then does not say at the moment that this can be replaced with anything although members are doing this.

A rule change proposal is to be formulated to go through the proper process. This would need to be for sections F, G, H and I. The biggest issue does appear to be the comp safari vehicles. Dennis Wright suggested that perhaps the wording could include what material cannot be used i.e. anything that can shatter and that it should be fit for purpose. This is to be circulated by Mark Whaley around the S&ORC so that it can be submitted by the 1st June 2014.

MOVED TO RULE CHANGE PROPOSAL

d. Proposal to allow inverted U type damper mounts in Standard class vehicles. Kevin Peake, Breckland LRC



Photo circulated to all at the meeting with the following query - Can I alter the shock mounts on a Defender 90 the tubular type (shown below) and stay in standard class for RTV / CCV / Comp?

This is not a standard part and can be bought in different heights. If they were just like for like then it would not be seen as such a problem.

The manufacturers state that the single front shock absorber bracket is manufactured from heavy-duty steel and replaces the existing turret mount which is susceptible to corrosion by allowing a build-up of dirt inside which is hard to clean thoroughly. The new design is harder wearing and easier to clean.

The rules state in standard that "dampers are free" and in modified "that additional dampers may be fitted"

In standard class "additional damper mounting are permitted" was to allow standard comp safari motors to have two dampers in place. There was no description as to what they should look like but the original mountings should still be there.

Damper mounts may only be changed on Series I's to give more clearance.

It would appear that 90% of vehicles that are running with different dampers will have different mountings on as well so this will put vehicles in the modified class.

It is thought that these may be wanted to allow even more extreme dampers to be used.

This query highlighted the fact that mounts of this design are not permitted in any ALRC class. It seems to have slipped through the net for years. A new rule will be needed to permit these.

The following proposal was put forward by the S&ORC as a clarification to the vehicle regulations for immediate implementation.

C.6.2. Damper mounts are free.

Vote for this: 8 for, 0 against, 0 abstentions.

This was discussed for ratification by the ALRC Council after the last meeting where it was approved.

There have now been complaints made by members about this rule as it puts otherwise standard vehicles into modified class. This rule was originally proposed to ensure that the comp safari vehicles complied with the rules.

Clubs should be enforcing this rule at club level so it is not a surprise to drivers when they are moved to a modified class at the 2014 National Rally.

In standard class the wording says that dampers are free and that additional damper mountings are permitted to be in place but it does not say that the damper mountings can be changed. Members are asking what competitive advantage they gain by changing the mountings when they can already fit different dampers? More articulation can be achieved by fitting them if they are a different size. It makes it very difficult for the scrutineers to differentiate between the different sizes.

A rule change proposal is needed for this to be allowed in standard class and needs to be put in by the 1st June so that the clubs can vote on it at the next ALRC AGM.

MOVED TO RULE CHANGE PROPOSAL

e. Proposed Event Specific Rule Change for RTVT (Section E) which Chiltern Vale LRC are thinking of submitting.

Current rule reads:

E.2. TYRES & WHEELS

E.2.1. Vehicles must be entered on their normal road tyres which must be UK road legal for the vehicle on which they are fitted.

Proposed change:

E.2. TYRES & WHEELS

E.2.1.1. Standard class vehicles must be entered on their normal road tyres conforming to the MSA designation of "All Terrain" or "Mud Terrain" similar tread pattern. (See MSA Yearbook 2014 – Regulation L5(a) on page 198 and Regulation L5(b) on page 200).

E.2.1.2. Vehicles entered with tyres conforming to the MSA designation of "Aggressive" or similar tread pattern will be deemed Modified class. (See MSA Yearbook 2014 – Regulation L5(c) on page 202).

E.2.2.3. Tyres must be UK road legal for the vehicle on which they are fitted.

Potential problems: How up to date is the tyre list by the MSA? It has been the same for the last 4 years.

Tyres are able to be added if necessary.

Not everyone gets to see a MSA Yearbook. The Tyre list also needs to be added to the ALRC Handbook.

The list was done by the MSA in the first place because one companies "All Terrain" tyre was as aggressive as another's "Mud Terrain" one.

The rule does not cover less aggressive tyres at all which would need to be covered. Perhaps these could be permitted in the modified class so as not to exclude anyone or could it be down to the scrutineers decision?

Standard class could be written as up to "All Terrain" etc.

The list in the MSA Yearbook is for Comp Safaris but could perhaps be adapted for trialling.

We could perhaps say that the MSA Tyre list is for guidance only.

There is the problem of C-o-C's using aggressive tyres to lay out and then drivers turning up on less aggressive tyres will not be able to drive the sections so will give up and not continuing going to events.

Tim Linney pointed out that he had come second twice in an ALRC National Rally RTVT using "Mud Terrain" tyres and a standard vehicle.

In principle the rule was thought to be a good idea with a few changes being needed. The rule needs to be proposed and seconded and submitted by 1st June 2014. Wording could include factory fitted tyres, all terrain, mud terrain in standard class, more aggressive in modified. For guidance refer to the MSA current Yearbook – not specific years.

No rule-change proposal received for this year. **CLOSED.**

f. Rule Change Proposal regarding Canvas Truck Cab from Alex Moore, Somerset & Wilts LRC

The following incomplete proposal has come from Alex Moore

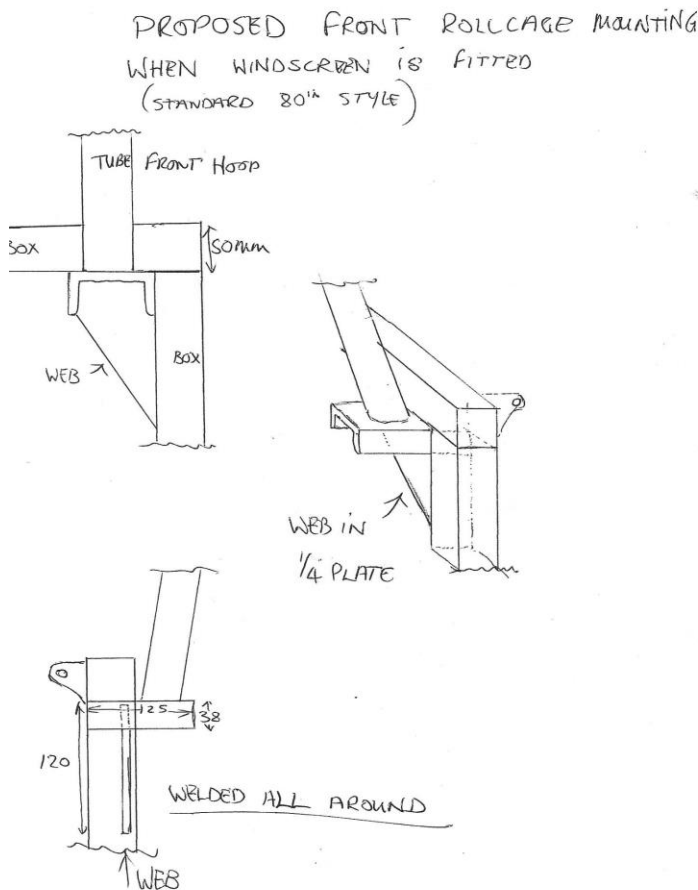
Allow a canvas truck cab to be fitted to all leaf sprung vehicle types and to Defender vehicle types provided that:

- a. The side, front and rear silhouette is no smaller than with a metal truck cab.
- b. The vehicle is fitted with an additional roll bar.

A rule change proposal does need to be proposed and seconded for it to go forward for discussion but there was virtually no support for the rule change proposal from those present at the meeting. Pete Lugg is to take the comments back to Alex Moore.

No rule-change proposal received for this year. **CLOSED.**

g. Proposed Front Roll Cage Mounting When Windscreen is Fitted.



At a previous meeting (23rd March 2013) we had circulated a roll cage photo with a bulkhead mount that Andrew Flanders had looked at but not passed but no other option was decided on as it was not looked at further (Mark Reid - Chiltern Vale LRC member). The vehicle has now been sold and the new owner would like to get the vehicle approved. Does a rule change proposal need to be submitted or can he cut it off and tube it or can he add a gusset or two welded in to make it pass. On page 108-109 in the ALRC Handbook are drawings showing methods to attach the front hoop to the bulkhead. What has been done in this case (See drawings) is that heavy channel has been put under the bulkhead and then the hoop has been mounted on it rather than using angle and bolting it on with tubes. Web in 1/4" plate is shown as being added. Can we approve a welded design only or does it need to be bolted as well? If bolts were added it would comply with the rules. This is the answer to be given.

A rule change proposal is required to allow the fitting to be either welded or bolted.

No rule-change proposal received for this year.

CLOSED.

h. New Log Book Check Sheets. Dennis Wright, Log Book Secretary

New sheets now issued and given to those present at the meeting. Remainders are to be circulated by Simone Birch when she has checked that the log book scrutineers not present at this meeting wish to continue in 2015 – this will also act as a check for the next edition of the ALRC Handbook. Any old sheets remaining can be destroyed.

CLOSED

i. Internal Main Hoop with External Front Hoop 6.1. page 110 ALRC Handbook. Colin Gaukroger, Lancs & Cheshire LRC.

Colin Gaukroger pointed out that the 5cm dimension from the top of the drivers helmet should go to the bottom of the roll cage and not the top to mirror what the MSA Yearbook has on page 185, drawing number 31. The drawing is correct in the MSA Yearbook. This is to be changed in the ALRC Handbook.

At scrutineering for comp safaris it would be helpful to check drivers in the vehicles but this is not always possible if other members present the vehicle for scrutineering on the drivers behalf. Checks could be carried out when vehicles line up.

Following the last ALRC council meeting a letter has been sent to all clubs asking all club scrutineers to check the height of drivers whilst sitting in their seats to ensure that their head is away from the roll cage.

CLOSED

5. Rule Change Proposals

a. B.15.5. Disc-brake handbrakes are permitted.

The sufficient number of voting forms had not been returned prior to the ALRC AGM but there were clubs present able to vote in person.

For – 12, Against – 3, Abstain – 0. The rule was carried. Clubs had obviously not read what had been minuted from the last S&ORC meeting when they voted.

The above rule change proposal will now go to the ALRC Council for consideration for ratification and if ratified will come into force on 1st January 2015.

Type approval for MOT's does not apply to vehicles made before 2000. It must be remembered that competitors do also sign to say that their vehicles comply with the regulations for events.

Awaiting Council ratification.

ONGOING

b. Proposal received from Leics & Rutland LRC signed by Mick & Viv Wing.

Section B – Standard Class Vehicle Regulations.

B.10. Dampers

B.10.5. Damper mounts are free.

Views from the floor:-

These mounts are available in different heights so these could easily confer a competitive advantage.

Members present mentioned several instances of vehicles not complying with damper mount regs. E.g. 110 with modified damper mounts being moved into modified class and being in the same class as a 3600 V8 power. This is not perceived as being fair.

If you want to modify your vehicle, you can but you may be moved to the Modified Class.

Neil Rogers attended the meeting to discuss this very topic. He enters comp safaris in a 110, class 5 with twin Britpart shocks on. He wanted to put a set of Fox shocks on. On reading the ALRC Handbook he found it did not say he couldn't do this and it did say that "Dampers were free" and "Additional damper mountings are permitted to be in place". Neil was advised that it would be ok to fit them but they must be in a standard position and a standard height. This confused him as other drivers are running vehicles in comp safaris with dampers not in the standard position but they are still being classed as standard. Neil has since received similar advice from other log book scrutineers. There was a vehicle at this year's National Rally that runs in a standard diesel class with 4 triple bypass fox shocks in non-standard position. There seems to be no clarity in the rules and he has not received a reply to emails sent. Mark Whaley and Simone Birch did not have copies of emails sent / received by Neil so could not comment on them.

Mark Whaley stated that we did not want to turn members away and the rules are being looked at. We are wanting to attract, retain and develop members.

There were members who turned up at the National Rally who following being scrutineered were re-classed for the trials and he would have expected the same on the comp safari. We cannot comment on what went on at events two years ago but are now trying to correct any issues as they arise. It is not possible to give immediate solutions. It must be remembered that we are all volunteers and occasionally mistakes can be made.

It was explained that the regulation B.10.3. "Additional damper mounts are permitted to be in place" was originally included to allow them to be fitted in a vehicle that was used for other competitions as well when twin dampers were wanted. Wording in standard class to have the addition of "but not in use" added to B.10.3. This is to be discussed at the next ALRC Council meeting.

As Land Rovers and technology has moved on, so must we. We have the problem that vehicles from the 1950's are still competing against modern vehicles. There is not an easy answer to please everyone.

Could we run standard production and modified production classes as the MSA allow. This is currently being debated under the Event Consultation discussion but cannot be decided in just one meeting.

Neil said he would probably now no longer compete within the ALRC until the rules change to accommodate his vehicle. It is not his intention to buy a Japanese vehicle but remain with a Land Rover product. Tony Sinclair pointed out with the exception of the National Rally he only really competes at open events hosted by Staffs & Shrops LRC which he could continue to do as they also run as an Off Road Club.

It was also pointed out that there are no other 110 Land Rovers entering comp safaris in modified at the moment.

ONGOING

c. Proposal from S&ORC, proposed by Mark Whaley, seconded by Dennis Wright.

The proposed wording is similar for all proposed Event Specific Regulations listed as follows:-

F.5 SILHOUETTE

F.5.1 Body panels.....

G.3 SILOUETTE

G.3.1 Body Panels.....

H.4 SILOUETTE

H.4.1 Body Panels.....

I.6 SILOUETTE

I.6.1 Body Panels....

F.5.1 Body panels above the 'body capping line' or 'window line' as permitted by C.12.1 may be replaced in their entirety or in part by parts other than standard manufacture. All coverings to be mounted securely to the body structure or to the Roll Over Protection System (ROPS). No drilling of the ROPS is permissible and covers may be fixed via brackets welded or clamped to the ROPS. Coverings are to be fitted to be suitable for the anticipated use and not present sharp edges to the occupants or those outside the vehicle either in use or in the event of damage to the covering.

Current rules permit you to remove the roof but don't permit you to put anything other than standard back on! It would be down to the competitor to prove that the material used was suitable to the scrutineers satisfaction on the day.

ONGOING

The rule change proposals should now be discussed in clubs by their members and any comments brought to the next S&ORC meeting

6. ALRC Competitive Events Consultation Document.

Inaugural meeting took place in the morning on 5th July 2014. Present were Mark Whaley, Dennis Wright, Steve Kirby, Tony & Andrew Sinclair, Tim Linney and Matthew Fullwood. Simon Saunt, Andrew Flanders and Frank Champion are also to be consulted and included in any discussion. There is a general consensus that the rules are going to be laid out for RTVT, CCVT and Timed events and remove any cross references between events which seem to be creating problems. Further discussions will also take place via email amongst the named members. Minutes to be published separately with an update given at the S&ORC meeting.

ONGOING

7. Enquiries received since previous meeting:-

a. Scrutineering Seat belts, Andy Dennis, Breckland LRC.

Quote from email sent to Simone Birch after receiving the letter sent to all clubs after the unfortunate accident at a club event.

Reference the letter that came out from you on the above, if this should be sent to somebody else please could you forward it for me.

What is the situation if you find a car that has driver (or passenger) actual or probable head contact.

Please could you let me know. I have this feeling I will be scrutineering at least 1 car within the next 2 weeks that will have this issue.

Simone Birch forwarded this letter to Mark Whaley, Steve Kirby and Andrew Flanders and sent the following to Andy Dennis saying it would be further discussed at the S&ORC meeting.

That said, please be aware that the drawing on page 110 in the current ALRC Handbook referring to this is not correct and is being amended for the next edition. The 5cm measurement should be taken to the bottom of the roll cage tubing – not the top. The correct drawing is shown in the MSA 2014 Yearbook page 185 drawing no.31.

The following reply was then received from Andy Dennis

The contact situation head to cage, that I was concerned about was on the front to rear bars. This is where, in my opinion, a lap strapped driver/passenger will make more contact (which I have also witnessed). A problem as I am not aware of any measurements for this.

The roll cage/head measurement difference I was aware of. From my understanding of the log book process, seat/driver or passenger/roll cage measurements are not checked?

It was agreed at the meeting that it is difficult to carry out the measurement at the log booking process or indeed at scrutineering but it is something that should be checked at every event. Sometimes vehicles are not taken to scrutineering by the driver or it is double driven and both drivers do not attend scrutineering. A vehicle may be sold and the new owner may be taller and the seat may need to be altered to make sure there is the clearance from the roll cage. It was noted that some drivers also alter their sitting position when driving on CCVT sections and this could affect the safety measurement. Marshals should be vigilant of this and report any issues to the scrutineer / C-o-C.

MSA diagram (MSA Yearbook P185 2014, ALRC Handbook P110) what is the 60cm measurement that appears to be up to the driver's chin. Note too the 20cm measurement from centre-line of driver to the inside of the roll-cage.

It was thought that the 5cm clearance should apply to all parts of the roll cage, including side bars. The 5cm should be taken to work together with the 20cm from the centre of the seat to the inside of the side of the roll cage as shown in the diagram.

As this is a matter of safety, scrutineers are asked to be vigilant in this matter.

Debby Darby pointed out that she had once been knocked out by hitting her head on the front hoop of the roll cage. After the event it was impossible to replicate this happening to see how it could have occurred. We must remember that we have a very good safety record but accidents so occasionally happen. The MSA are currently looking at this so we will await any decision from them following any recommendations from the coroner dealing with the accident.

This also applies to the use of full harness.

Mark Whaley said that it does appear that every time safety is increased then members take more risks as their perception of danger changes with Dennis Wright outlining how events had moved on over the time he had been driving.

Sometimes when vehicles are used for trials and comp safaris different seat belts may be desirable.

ONGOING

b. Air filter on engine. Lee (surname & club required)

Quote from email received by Paul Barton and passed to Mark Whaley and Andrew Flanders to answer:-

Well what I am doing is building a 300tdi series one body ccv/comp motor and the problem is tricky to know where to let the engine pick air up from as not to suck up water mud etc. so my plan is if I am allowed is to come out the

turbo inlet through the bulkhead along the gearbox tunnel to an air filter box mounted just in front of the rear main hoop then out of the air filter box up and then down one of the bracing bars so the engine can pick up air well out the way of water etc. I realise the air pipe going through the passenger compartment could be the issue but it's never going to get hot and nothing would leak if it was ruptured very unlikely as its only air it would all be clipped up sealed and safe I just think it would also help with trees etc. as it wouldn't get ripped off if it was say in front of the front hoop like some I've seen what do you think would this be allowed?

The following reply has been sent by Mark Whaley

This question has been raised recently at a S&ORC meeting, however relating directly to a petrol vehicle.

Whilst the ALRC regs stay silent on this subject we must remain compliant with the MSA regs. From memory all inlet trunking and mouths must be separate from the passenger compartment or be separated by a fire wall. From your proposals this would not be the case and would therefore be none compliant.

If you wish to continue along these lines then it would be possible to route the trunking through the passenger compartment within a secondary cover and then exit to a 'snorkel' type tube attached to the rear hoop with an air-filter attached to the top.

No response has been received from Lee (no surname or club). This is why we would like surnames and club membership details so that we can make sure that advice has gone to the right person and that they have no further queries.

c. Letters received following the discussion on tyre regulation proposals from Chiltern Vale LRC (See 4.e.)

Staffs & Shrops LRC sent the following:

Re ALRC Road Taxed Vehicle Trial Regulations

Further to the ALRC S&ORC minutes of the meeting from 22nd March, we would like to comment on item 6.c, proposed rule change for RTV from Chiltern Vale as follows:-

E.2.1 Vehicles must be entered on their normal road tyres – yes we agree, but all road tyres currently used are road legal and speed rated, from all terrains through to aggressive. We think that across the board all vehicles should compete in RTV using no more than mud terrain, so 5.a and 5.b from the MSA tyre list. The same goes for the vehicle setting the event out.

E.2.1.1 and E.2.1.2 Difference between standard and modified classes – as far as tyres are concerned they should all be no more than a mud terrain. You can still get very aggressive mud terrain tyres, e.g. Insa Turbo Sahara, which are as aggressive as a diamond but in the mud terrain list. Some in the aggressive tyre list, e.g. Recip Maxi 3D O/R, are almost a V pattern tractor tyre, and none of the tyres in MSA tyre list 5.c are in the spirit of a road taxed vehicle trial.

E.2.2.3 The MSA list is for comp safari but could be adapted for trialling – it may state comp safari, hill rally and point to point, but it is clearly stated "Tyres for Cross Country Events" and the MSA book covers all aspects of our sport from TYRO upwards.

E.2.2.4 Individual scrutineer decision – regulations regarding tyres should be from a comprehensive list, i.e. the MSA blue book, as the trouble is that not every scrutineer will sing from the same hymn sheet, and as a MSA scrutineer is not required for trials any man and his dog can let something unacceptable through. OK trialers do not get a blue book, so the ALRC should list the tyres in the green hand book.

We would also like to comment on ALRC vehicles in general, but more specifically at RTV motors. After sitting opposite scrutineering at the recent National event, and in direct line of all vehicles going to and from the competition area it was noted by a few members, myself included, the shocking state and turnout of vehicles generally. Silhouette being the first thing that stands out!

Some modified RTV vehicles are obviously not general run of the mill road going vehicles. Some are full on trials and even comp safari motors. We understand that they cannot win the event overall under the current SR's, but this does not detract from the fact that many do not conform to ALRC regulations. Some did not even have standard rag tops, i.e. Being fitted with bikini tops, which never left the factory so are not permitted. Or door tops not being fitted during the event.

RTV is aimed in our mind at the entry level off roader, i.e. someone who uses his Land Rover in his day to day life. But the majority of those entering at the National seem to be serious green laners, or experienced trials drivers, and their extreme motors are intimidating to the standard Series/Defender/Discovery/Range Rover drivers. TYRO's on the other hand are aimed at the complete novice, people in the high end vehicles, or even children, so that may not be of interest to some of these drivers therefore you are losing their interest as base level before they even start.

Recently there have been a spate of rolls in RTV, primarily because they are being set out to accommodate aggressive motors. These drivers should move on to CCV if the RTV is not demanding enough for them!

Back to silhouette across the board, how can a vehicle, e.g. an 80" coiler, be fitted with a cut down Discovery bonnet look like a Land Rover? OK silhouette is to body capping, but it should still have to look like a Land Rover! The same goes for tubed wings. It seems that as long as the vehicle works to the "measurements" anything goes, but this is not what the ALRC keep banging on about, i.e. mundane items. The ALRC is a one make association, so all vehicles representing it should, in its visible form, represent that marque. Yes you get your standards and specials, as per the classes, but the overall appearance of the car should be as a Land Rover product. Many of the non ALRC cars that attend our open comp safari's look more like Land Rovers than those at the National.

Yours sincerely

SIMON COOPER

Chairman & MSA Scrutineer

Some comments made in reply to this letter at the meeting with regard to the National Rally entries.

There were no entries in the RTVT without their door tops being fitted. Matthew Fullwood was a static marshal and he would have noticed this and drawn the C-o-C's attention to it. A vehicle was presented at scrutineering with a bikini top fitted but this was changed by the entrant prior to the event.

The meeting earlier by those discussing the competitive event consultation has already highlighted the silhouette issue.

The comments on tyres are in line with the thoughts of the meeting.

If clubs feel very strongly about the tyres used then they can use the tyre lists from the MSA Yearbook. Sometimes land issues may result in certain tyres not being allowed. The way that vehicles are driven can also affect the damage that different tyres can result in.

5a and 5b in Tyre List permits no more aggressive than Mud Terrain.

Letter from Mike Rowe, Southern ROC

I am concerned to read in the minutes of the Scrutineering and Off Road Committee held on 22nd March 2014, that the ALRC are considering a rule change regarding the use of tyres in RTV trials, (Chiltern Vale proposal), and that the committee felt that "In principle the rule was thought to be a good idea....."

I must point out that this email is not from the SROC committee, but from me personally as a member of SROC, and a number of concerned fellow RTV drivers.

I am sending you a petition signed by about 90% of our current RTV drivers, many more involved club members, and a couple from other clubs that have trialled with us. We would like you to know that we are strongly opposed to any tyre restrictions in RTV events, and I give our reasons below, which is repeated on the petition attached:

"The undersigned do not believe that any tyre limitation as shown above, would stop some trials being too severe, especially in dry conditions, as the severity depends upon how it is laid out by the Clerk of Course.

RTV numbers in our club are low currently, and there are enough challenges encouraging new members to compete, especially if they have tubular bumpers or other modifications. Imposing limits on the tyres they can use to be eligible for standard class, and entry or awards in some competitions, will make it even harder to grow our numbers.

On many Southern sites travelling between sections without aggressive tyres can be difficult, so any restriction is likely to result in more damage to vehicles off section, having to limit the use of some sites during wet periods, or having to have CCV vehicles or those fitted with aggressive tyres on standby for recovery.

All 5 tyres of a vehicle would need to be of an approved design, otherwise a tyre change after a puncture would put a vehicle in a different class and unable to continue competing.

Members may choose not to spend the £500 plus required to change tyres and would therefore not be able to compete in the Cornwall & Devon Two Day Charity Trial, or to compete for major awards in the ALRC National.

Members may also decide not to change their tyres, but to drift off to other clubs, (a much cheaper alternative).

The MSA tyre list was never intended to be used for trials, but to limit land damage in speed events. RTV vehicles without adequate tyres are more likely to damage fields and grassland getting to sections in wet conditions.

We therefore feel that any such tyre restriction in RTV trials would not achieve the objective of reducing the severity of events, and damage to vehicles.

It would be damaging to SROC competitive events, and be detrimental to the ALRC as a whole."

I drive a standard 90 fitted with fairly new Insa Turbo Special Track tyres, and regularly compete in the C&D two day charity RTV as a standard vehicle. For cost reasons alone, my tyres need to last several years of trialling. The rule change being considered would prevent me from entering this event. In fact it is unlikely that Southern would be able to field any teams as at a recent trial when I investigated tyre use, only one vehicle would be classed as standard under this proposal.

The issue of safe movement on site and land damage was also relevant at our May Day weekend this year. The campsite has a grassy hill at the entrance and then levels out, and this year it was wet.

I managed to tow my caravan up the field without any problems with my tyres, but then had to tow all the other vehicles up the field on that evening as they all had All Terrain tyres or Mud Terrain tyres. I even had to tow a fellow RTV driver's caravan up the field, as he had got stuck in the field entrance with his V8 90 on mud terrain tyres. It was also noticeable that my tyres gripped and drove up the field without any drama, but those on All or Mud Terrains slithered about much further up the field causing considerable damage to the grass.

So I hope you can see from this that imposing such tyre restrictions would cause us many problems here at SROC. I have been trialling for 20 years with SROC, and more years before that with other clubs. In my experience, damage and severity are caused by the way the trial is laid out by the clerk, i.e. vehicles leaning against trees due to the angle of the ground, severe ditches, or being forced to go tight to a tree to get to a gate. When Wye and Welsh laid out the charity trial for C&D one year there was considerable damage to a large number of RTV vehicles due to the way the trial was laid out, and the ground was very dry that year so you could drive most places on All Terrains. Therefore the tyre rule you are considering would not have reduced the damage on this event.

Not all club events are too severe, I believe that at Southern we have the level about right, and generally try to make our RTV trials non-damaging. I have always understood that to be the original intention of this class of trial, and it might achieve the objective of making trials less severe if clerks were encouraged to adopt the non-damaging ethos.

I urge you not to adopt any tyre restrictions on RTV events, and hope you find an alternative satisfactory way to reduce the severity of trials in some events.

It is thought that a rule change proposal may be forthcoming for next year so that the clubs can democratically vote on this matter.

It is not planned to outlaw tyres but could affect whether a vehicle is placed in standard or modified class.

Some clubs have sites that an aggressive tyre is necessary to actually reach the trial sections.

d. Passengers at events - Stuart Every, Midland ROC

Email received by Simone Birch

My wife and I have recently joined the ranks of CCV'ers, with the MROC.

We were initially very excited about this, but now realise that there is a stumbling block in the rulebook, which would be prohibitive; if upheld.

Section L.5.2 specifically forbids drivers from passengering for other competitors, which is a major obstacle for Christine, who requires my guidance and tutoring; while she builds her confidence.

I believe that the C-o-C can agree to dispense the rule, but this seems a bit of a 'loophole' way of achieving what we have set out to do.

Christine feels that it is very important to her to be accepted as a serious competitor, and wants the opportunity to compete, without feeling like she has been pushed in at the deep-end.

On a wider view, it seems that this rule may be prohibitive for all manner of potential newcomers and novices?

We intend to share drive the vehicle which we bought (a certain yellow 80" class 9, originally owned/built by Tony), and are serious about being involved and supporting events.

Christine is, understandably deflated by this turn of events; but I remain optimistic that common sense can still prevail, and that there is a straightforward answer to this predicament?

Your thoughts and advice would be gratefully received.

Reply sent by Simone Birch

The rule L.5.2 has been in place since 2002 with an amendment made in 2010 to allow a passenger to ride in more than one vehicle in Tyro's as well as gymkhanas.

Usually at club events novice drivers would be able to have an experienced driver sat in with them, even if they were competing in the event. How clubs operate this is down to the individual club.

At LRLRC, where I am the competition secretary there is never a problem and in fact experienced drivers have been known to sit in with more than one novice if necessary and there is never any problem with other competitors.

Sometimes novices are run at the end on sections but this is not always possible or the best position to be in, depending on weather and site conditions. It does not seem to make any difference to the other competitors if a driver has already ridden with a novice before they drive the section themselves.

I will take your comments to the next S&ORC meeting, to be held on the 5th July at Stratford to see if it is thought that a change may be necessary to the rule in the light of your comments.

Comments from the meeting:

All clubs would allow an experienced driver to sit in with a novice at club events and the other members would not generally have any problems with that. It was not thought that a change in the rules was necessary

Richard Smith was not aware of this query and will speak to Stuart Every about it.

CLOSED

8. Any other business. New topics 5th July 2014

a. Centre roof bars / diagonal on vehicles. Dave Canham, Southern ROC

Where is the rule about this? In the ALRC 2013 Handbook, page 106 4.2.3 for CCVT's and the MSA Yearbook page 252 56.14.10

The following roll cage amendments have been issued for space frame vehicles for immediate implementation (We are not sure if it has been issued by the MSA).

Section P

56.15.4. A centre roof bar *being of the same material and dimensions as the main ROPS members* must be installed either diagonally or, evenly spaced in line with the exterior longitudinal bars, as shown in K Appendix 2, drawing 53. If more than one centre bar is fitted, the bars must be evenly spaced. Double crossed roof bars are strongly recommended to the minimum specification for optional members, as shown in K Appendix 2, drawing 10.

8. Date and location of next meeting.

Dates for other 2014 meetings - November 15th.

Dates for 2015 – March 14th, July 4th, November 21st.

The location will be The Oaks Farmhouse, NFU Mutual HQ in Tiddington, near Stratford-upon-Avon.

9. Close the meeting. Meeting closed at 15:15 pm.