

# ASSOCIATION OF LAND ROVER CLUBS

**President:** Mr Denis Bourne



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## Scrutineering & Off Road Committee Meeting

5<sup>th</sup> July 2014 starting at 13:00. (1 o'clock pm after the AGM)  
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 22<sup>nd</sup> March 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 22 attendees and 14 clubs were represented with apologies from a further 2 clubs. There are 27 competitive clubs within the ALRC. Present were 8 members of the S&ORC plus a further 6 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
Andrew Flanders (S LCM)	Anglian LRC
Tony Lockwood (S L)	Peak & Dukeries LRC
Dennis Wright (S L)	Peak & Dukeries LRC
Simone Birch (CM)	Leics & Rutland LRC
Tony Sinclair (S L)	Leics & Rutland LRC
Andrew Sinclair (G)	Leics & Rutland LRC
Malcolm Wilson (S L)	Lincs LRC
Dave Canham (L R CS)	Southern ROC
Ray Godwin (L CS)	Wye & Welsh LRC
Mykul Jones (L)	Wye & Welsh LRC

NAME	CLUB
Adam Godwin (L)	Wye & Welsh LRC
Peter Gladman	Wye & Welsh LRC
Murray Wiltshire	Wye & Welsh LRC
Guy Cashmore (R)	Cornwall & DevonLRC
Alex Cowsill (L)	Cumbrian ROC
Colin Gaukroger (R)	Lancs & CheshireLRC
Mark Neale (L)	Essex LRC
Belinda Neale (G)	Essex LRC
Pete Lugg (S L)	Somerset & Wilts LRC
Tim Linney (S, CM)	Chiltern Vale LRC
Derek Spooner (CM)	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
Fraser Parish (L)	Cornwall & DevonLRC
David Jeffrey (L)	Cornwall & DevonLRC
Pete Garlick (L)	Cornwall & DevonLRC
Dave Moore (S L)	Chiltern Vale LRC
Richard Smith (L)	Midland ROC
Andrew Birch (CS)	Leics & Rutland LRC

NAME	CLUB
Martin Sullivan	Breckland LRC
Terry Buss (L)	Southern ROC
Steve Kirby (S L R CM)	Hants & Berks LRO
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.

## **2. Apologies for absence.**

Apologies for absence were recorded. See table above.

## **3. Review the minutes of the previous meeting (16<sup>th</sup> November 2013)**

The minutes were proposed by Dave Canham seconded by Tony Sinclair 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.

**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.

**ONGOING**

### **c. Vehicle entered in National Rally CCVT / Team Recovery – General discussion**

Concern was expressed by those present at the meeting about the fact that a vehicle that had been rolled in the CCVT and had the tag removed due to having a damaged roll cage was then allowed to enter the Team Recovery. The damaged cage had three bent bars with the front and back hoops also being bent. It was prevented from carrying on in the CCVT but was then allowed to be entered in the Team Recovery as the C-o-C for that event said it was safe to do so. It was understood that the damaged roll cage was straightened and then a new tag applied. After the Team Recovery this tag was then removed so that a full repair could be made to the vehicle.

If someone at the time had concerns then the correct procedure would have been to make an eligibility appeal to the Stewards which would have prevented the vehicle being used as no competitor may compete "under appeal" and it would need to go to the MSA for a decision.

This process was not used.

Dennis Wright stated that a damaged roll cage can be re-tagged by a single log book scrutineer provided is if it has had a bend on the front hoop only and the front hoop has been repaired. If the main hoop has been damaged then the vehicle has to go back through the process of log booking and requires two signatures. This does not now appear in the ALRC Handbook and does need to be added as it seems to have been omitted from earlier handbooks.

If the C-o-C overrules the scrutineer of an event, which he is entitled to do and he then goes to an ALRC log book scrutineer and asks them to re-tag a vehicle, a log book scrutineer can refuse to do that.

The C-o-C, Andrew Flanders was aware that there were very few entries and to allow the event to go forward he agreed that the competitor with the re-tagged vehicle could enter after the scrutineer said it was safe to do so.

In hindsight this was not a good decision to have made. He was worried that if the Team Recovery did not run

then it may be lost out of the National Rally event. The competitor did sign to say he was fit to take part in the event.

There was no discussion with the log book scrutineer who had taken the tag off. This should be done in future as it would have had a bearing on the final decision. It was correct to remove the tag as covered in the ALRC Handbook under page 75 Tag Removal Issues (a) The tag should be removed when the cage is found to have been damaged in an accident to the point where all or part of it needs to be replaced.

This information should also be written on the vehicle log book. If the log book is not available then the information should be sent to Dennis Wright who will act on the information.

It was proposed by Malcolm Wilson, seconded by Dennis Wight and agreed unanimously by the S&ORC members present that the following wording (in italics) is to be added to the ALRC Handbook on page 76 – Recheck following repaired / replaced roll cage.

Following repairs to a roll-cage, a re-check is required. This check will be the same as before but requires only one log book scrutineer and the payment of half fee which should be paid directly to the ALRC Treasurer *unless the main hoop has been damaged then the vehicle has to go back through the process of log booking and requires two signatures.*

The Log Book Scrutineer then fills in the “Log Book Returns Form”, entering the requisite information. If the tag has needed to be changed, then the old and new numbers will be entered on this form.

This clarification on how vehicles should be checked following damage to a roll cage will go out to all clubs in these minutes and log book scrutineers receive these and it will appear in the next edition of the ALRC Handbook due to be printed at the end of 2014.

Murray Wiltshire stated that lessons has obviously been learnt from the incident at the 2013 National Rally Team Recovery event with Andrew Flanders here to answer questions but asked that Frank Champion be spoken to as well. This has already been done.

**CLOSED**

#### **d. 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 1<sup>st</sup> June 2014.

**ONGOING**

#### **5. ALRC Competitive Events Consultation Document. Simone Birch. (7<sup>th</sup> July 2012)**

At the last ALRC Council meeting this was discussed and it was recognised that there are issues in trying to get standard and modified regulations to fit all events. Could the rules be sorted by event specific and period specific – i.e. leaf sprung (classic), coil sprung and independent. To progress with this a small group of interested members are to look at all suggestions made. Those keen to be involved are asked to contact Simone Birch who will liaise with Mark Whaley. From the meeting Tony & Andrew Sinclair would be interested along with Mark Whaley, Andrew Flanders and Frank Champion. Guy Cashmore said that someone from Cornwall & Devon LRC may be interested. Simon Saunt and Ken Powell have asked for feedback on this so they may be interested in joining a group. This progression is probably going to be conducted by email. I

**ONGOING**

#### **6. 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 1<sup>st</sup> 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.

**ONGOING**

##### **b. 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 1<sup>st</sup> June so that the clubs can vote on it at the next ALRC AGM.

#### **ONGOING**

#### **c. 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 1<sup>st</sup> 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.

#### **ONGOING**

#### **d. 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:

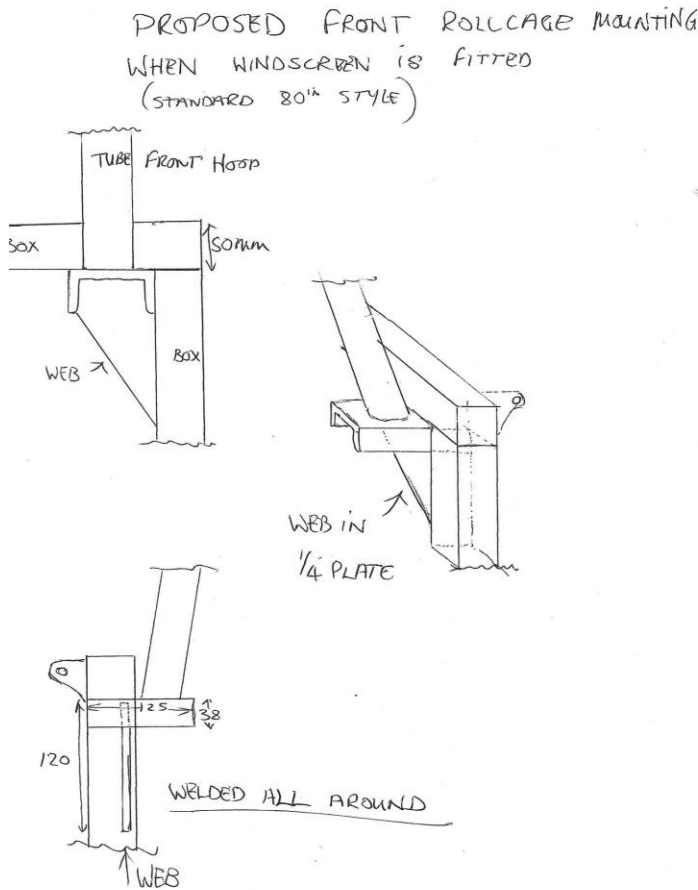
a. The side, front and rear silhouette is no smaller than with a metal truck cab.

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.

**ONGOING**

**e. Proposed Front Roll Cage Mounting When Windscreen is Fitted.**



At a previous meeting (23<sup>rd</sup> 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.

**ONGOING**

**7. Any other business. New topics 22 March 2014.**

**a. Enquiry about Comp Safari Seatbelt Mountings / Attachments for a Series III. Steve Kirby for Ashley Bartlett, Hants & Berks LRO.**

There's not much detail in the handbook so can this be dealt with by someone who can describe the required details please.

The lap belts must be directly mounted to the chassis or outrigger and the shoulders to the cage.

**CLOSED**

**b. Enquiry regarding the entry of a Minerva at the National Rally. Richard Hibbert, Peak & Dukeries LRC**

I have recently purchased a Minerva which was produced by Land Rover then sent to Minerva to supply the Belgian army. It is basically a series I 80" Land Rover, same engine, chassis and running gear fitted with steel bodywork instead of aluminium. Can I compete at the National Rally.

The thought from the meeting is that it is not a Land Rover so cannot compete but is probably more of a Land Rover than some entered. It does not meet the silhouette requirements. If standard Series I wings were added to it then it could compete. If we were to allow it to enter as it is then someone else could decide to adapt their vehicle thinking it was permissible. At a club event he may be able to enter and not show in the results but at the National Rally it is not a viable option. Vote from the S&ORC – allowed to compete – 4, not allowed to compete – 4. Casting vote – not allowed to compete.

**CLOSED**

**c. Use of Handbrakes at Events. Rob McCausland, Cheltenham & Cotswold ROC**

I have looked through the ALRC & MSA handbooks and cannot find any references or rules about use of the handbrake during Land Rover RTV/TYRO trials.

One of our members remembers causing controversy many years ago at another club's event when he used his handbrake to turn and clear a CCV section in an RTV vehicle. He thinks it was legal because he maintained

forward motion - is this the case?

Reply sent by Simone Birch - This had been discussed at the S&ORC plus general meetings and the conclusion was reached that as it was fitted by Land Rover then it could be used. There is no mention in the ALRC Handbook. That said some clubs are issuing SR's for their events banning the use of hand brakes on sections so it would be wise to check before entering an event.

It was said at the meeting that it is very difficult to police the use of handbrakes for turning on sections.

**CLOSED**

**d. Holes in the Webs of Radius Arms. Tony Kempster, Southern ROC.**

Email sent to Steve Kirby - Some years ago I recall that you obtained technical information from Land Rover regarding the effect of holes in the webs of front radius arms. I understood that the company considered that any perforation of the webs would severely weaken the arms.

Apparently, as OEM Discovery 2 radius arms have holes in their webs can this type can be used on modified vehicles?

Reply from Steve Kirby sent back - The rules do not allow any alterations to radius arms, the use of any factory-standard items is allowed.

**CLOSED**

**e. Use of a support bar at the bottom of doors for comp safari. Graham Flatt, Midland ROC.**

This has been covered in the earlier ALRC EGM were the following report was given:

There have been no meetings since April, (not sure when the meetings are next year) but there have been talks with Frank Champion, Andrew Flanders and the MSA about the side protection bars. Andrew is to write to the MSA to make sure that our interpretation of this is the same as theirs. Side protection bars / door bars are required for space frame vehicles but all our vehicles do have a chassis so would not need the diagonal door bars as well. We do need to have side bars for comp safaris. A Freelander is a monocoque, production vehicle which is not a space frame vehicle. Frank has not been able to get an answer on this after talking to many people. The MSA's idea of a cage is something that can be totally removed but our vehicles are not built like that with doors, wings, windscreen fitted into it, etc. are all attached to it.

The door bars and diagonal bars were discussed at the last MSA meeting held in February 2014. None of our vehicles are classed as space frame as they have a chassis. We do not require the extra diagonal bar. So long as they have the bottom bar under the doors that is sufficient at the moment.

**CLOSED**

**f. Rear Braces on Comp Safari Vehicles**

Following on from the discussion on the support bar on the bottom of the doors Dennis Wright reminded the members that the regulation in the MSA Yearbook has changed for the fitting of the rear braces on the roll cage. On builds after 1<sup>st</sup> January 2014 the rear braces must now go to the corner of the rear hoop at an angle, not straight up. The rule is on page 251 of the MSA Yearbook, P56.14.8 with drawings on page 188.

*P56.14.8: The backstays where mounted directly to the chassis must be angled to the main roll hoop as shown in K Appendix 2, drawing 57. Existing vehicles configured with the backstays mounted in line with the main chassis members as shown in K Appendix 2, drawing 57 are permitted.*

This is why it is quite important to have the date of the build on the log book so that scrutineers know what configuration should have been used. This can then be checked at re-logbooking if the vehicle is used for comp safaris as our regulations in the ALRC Handbook only apply for CCVT

**CLOSED**

**g. Implications of Using Non Road Legal Vehicles in RTVT's. Tony Sinclair, S&ORC**

If the permit is for road legal vehicles, does the exemption from the Road Traffic Regulations cover the driving of non-road legal vehicles. It has come to my attention via some, probably careless Facebook postings that this has been taking place.

Reply – RTVT must be road legal as the name suggests. It is the competitor who signs to say his vehicle complies to the regulations. Some members may have daylight only MOT's for their CCVT vehicles.

Some clubs do allow CCVT trialers to run at the end of RTVT sections to gain experience before entering CCVT events. This is usually for a limited number of events.

The MSA are now differentiating on their permits between RTVT and CCVT so if clubs are wanting to do this then they should be applying for both events so that the permit provided the correct cover for insurance etc. If both permits are not used i.e. no CCVT entries then that permit can be returned and there would then be no charge incurred. As you only pay per entry there is no difference in the cost and you can use the same sections for both events if suitable – some clubs do run different gates for the last few on each section.

The MSA are also chasing up payments to make sure they are paid within the 14 days timescale.

With regard to the Road Traffic Regulations exemption part of the RTVT permit, if no cover is in place then drivers may face prosecution if thought to be driving in a dangerous manner in a public place.

**CLOSED**

**h. Using Door Tops at RTVT's. Tony Sinclair, S&ORC**

Again through facebook, photos have been published with RTVT vehicles competing without the factory fitted door tops / windows. Clubs should be enforcing the ALRC Regulations.

**CLOSED**

**i. Possible Modification on a Chassis to fit a Brake Servo. Alex Cowsill, Cumbrian ROC.**

Following circulation at the 2013 Majors Memorial trial of a flyer offering a vehicle for sale by Tim Slater, Alex



Cowsill noticed that it appeared that the chassis had been altered to fit what looks like a brake servo which would have weakened the chassis in this area. Not sure where the vehicle is but it is a QT Trialer which has been ARC log booked according to the information on the flyer. Also unclear from the photos as to what exactly has been done to the chassis. Nothing further can be done unless the vehicle appears for scrutineering at an event.

**CLOSED**

**j. Log Booking Payments – Cheques / New Log Book Check Sheets. Dennis Wright, Log Book Secretary**

Following the ALRC AGM where Derek Spooner had raised the issue of receiving cheques still made out to the ARC instead of the ALRC Dennis Wright wished to remind members to check that cheque details were correct when accepting payment for log booking vehicles.

Some of the old check sheets do show the old ARC title and these should be changed to ALRC. On some forms the cost of logbooking is also not correct. This should read £10 for initial inspection and £5 for a 5 year check.

Can all log book scrutineers please amend their sheets as necessary.

Whilst on this subject we are in the process of ordering complete sets of new ALRC Scrutineering Log Book Check Sheets for all log book scrutineers so now is a good time to update the current forms.

Derek Spooner's address is also to be added. Please note that "Banks Cottage" should be removed from his address as it now starts with Thorny How.

The Security Tag Number old / New is to replace where the Scrutineers name currently is instead of at the bottom.

First Inspection Date to be added so that it is known that the second signature is within 6 months.. When new log books are produced for vehicles due to change of address etc. this is when it is important to have this recorded on the. In future the date on the log book should be taken from the first inspection date. This makes it easier for the scrutineers to tell what sort of attachments to the roll cage should have been used – pre or post 2014. It may mean that the first retest of a vehicle may only be 4.5 years after the second scrutineers inspection of the vehicle but it will then roll on to every 5 years.

Club details are to be added at Owners name.

Roll Bar Type should be A or Other.

Mounting: Welded or Bolted. Type and material to be removed.

Under Design: Tube added to Material.

Under Name add the wording PRINT so that the name is clear.

Block capitals should be used on whole form

The Office Use row can be removed as Dennis Wright has his own system.

Simone Birch will circulate a copy of the sheet to the S&ORC for their comments before ordering the new books.

**ONGOING**

**k. 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.

**ONGOING**

**l. Use of Helmets. Alex Cowsill, Cumbrian LRC.**

A member who is entering the CCVT at the National Rally would also like to enter the comp safari (as a one off) and would like to know if the use of a motorcycle helmet is suitable. Reply – no because the standards are not comparable between motorcycle and motorsport helmets. Motorcycles helmets can take one impact and motorsport are two impacts. Helmets are available for about £100 and do need to have an MSA sticker on.

**CLOSED**

**m. Radius Trailing Arm - Adrian Neaves, Staffs & Shrops LRC.**

A sample of a radius trailing arm has been sent to see if it is suitable for use on a vehicle after he was told by his father (Andrew Neaves) that it was not! The homemade radius arm has a wonky joint at one end and has been made up out of bits including using a genuine Discovery bush. It locates the rear axle on his trialer. Not allowed.

Simone Birch will return it to Adrian Neaves.

**CLOSED**

**n. Number of Log book Scrutineers – Duncan Cooper, Breckland LRC.**

Andrew Flanders and Simone Birch have been involved with emails with Duncan Cooper who is having trouble locating log book scrutineers who are able to check his vehicle. He has been advised to take the issue up with his club if there are no log book scrutineers in his area.

**CLOSED**

**8. Date and location of next meeting.**

The next meeting has been booked for the 5<sup>th</sup> July 2014 at 13:00 after the EGM.

Dates for other 2014 meetings November 15<sup>th</sup>.

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

**9. Close the meeting. Meeting closed at 16:15 pm.**