

# ASSOCIATION OF LAND ROVER CLUBS

**President:** Mr Denis Bourne



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## Scrutineering & Off Road Committee Meeting

4<sup>th</sup> July 2015 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 14<sup>th</sup> March 2015

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 26 attendees and 14 clubs were represented with apologies from a further 4 clubs. There are 27 competitive clubs within the ALRC. Present were 7 members of the S&ORC plus a further 7 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
Dennis Wright (S L CM)	Peak & Dukeries LRC
Simon Saunt (S L)	Peak & Dukeries LRC
Simone Birch (CM)	ALRC
Fraser Parish (L)	Cornwall & DevonLRC
Tony Sinclair (S L)	Leics & Rutland LRC
Andrew Sinclair (L)	Leics & Rutland LRC
Antony Birch (G)	Leics & Rutland LRC
Andy Dennis (L)	Breckland LRC
Malcolm Wilson (S L)	Lincs LRC
Dave Canham (SLRCS)	Southern ROC
Debbie Darby (CM)	Southern ROC

NAME	CLUB
Charles Darby (G)	Southern ROC
Mark Baitup (G)	Southern ROC
Alex Cowsill (L)	Cumbrian ROC
Colin Gaukroger (R)	Lancs & CheshireLRC
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)	ALRC
Richard Parry (G)	Midland ROC
Richard Banks (L)	Midland ROC
Paul Barton (CM)	Dunsfold SSS
Simon Kerfoot (L)	Red Rose LRC

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
Steve Kirby (S L R CM)	Hants & Berks LRO
Peter Garlick (L)	Cornwall & DevonLRC
David Jeffrey (L)	Cornwall & DevonLRC

NAME	CLUB
Allan Roberts (L)	Breckland LRC
Martin Sullivan (R)	Breckland LRC
Richard Smith	Midland ROC
Ray Godwin (L)	Wye & Welsh LRC

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 CLOSED.

### **1. Open the Meeting.**

The meeting was opened at 13:12 p.m.

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

Apologies for absence were recorded. See table above.

### **3. Review the minutes of the previous meeting (15<sup>th</sup> November 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?**

The report from the MSA is that this allows a tolerance of +/- 10 degrees from vertical.

The following questions were raised at the MSA Cross Country committee meeting on the 5<sup>th</sup> February 2015.

The FIA Tolerance for the main hoop out of Vertical is +/- 10 degrees, This is what the MSA have quoted, we don't have to adopt this or we can if we wish? This regulation covers all the disciplines in the MSA Yearbook.

This tolerance may well allow for the cage to be out by the diameter of the tube, depending on the height, if it has a "tall" cage this is more likely to be possible.

Dennis Wright asked if anyone has seen a vehicle with a roll cage that was not vertical outside. Colin Gaukroger said that his sits back approximately 6 degrees which is within the tolerance. It is not thought that any of the ALRC compliant vehicles would have any issues.

It was thought that this can only be what is observed at the time of scrutineering as there is no data to work to and it would be very difficult to decide on where to take the horizontal / vertical measurement from and it also relies on the ground being completely level.

It was decided that we would use the MSA advice of +/- 10 degrees as the general guidance.

**CLOSED**

#### **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.

The MSA do not want to allow any fast tracking for scrutineers for off road events. They want off road scrutineers to also do track events but this does not work the other way. Track officials do not need to do off road events.

Training does take quite a long time to complete – 2 – 5 years depending on experience.

It may be worthwhile to have a letter from club committees to the Technical department - John Ryan, to ask that they reconsider, having temporary grades again like in 1999-2000, to encourage more scrutineers & upgrades /fast track to help our shortage, or else in a few years there will be an even bigger gap.

Occasionally when a planned scrutineer cannot attend at short notice the MSA do authorise a temporary upgrade so that an ALRC scrutineer can act as one for the day. Tony Lockwood has been upgraded on the day, three times in the last thirty years due to the planned scrutineer being unable to attend. Why cannot this be a permanent authorisation?

National B Off Road is still listed but is dormant.

The majority of the MSA issued permits are for Cross Country events. At training seminars the majority of attendees are over fifty which is of some concern.

A letter from the ALRC could also be sent saying we are concerned about the shortage of MSA approved scrutineer as some of ours also like to compete as well and this is not possible if they are acting in an official capacity – this is to be drafted by Mark Whaley and sent by Simone Birch

**ONGOING.**

#### **c. Scrutineering Seat belts, Andy Dennis, Breckland LRC.**

Questions raised after the initial query was answered.

MSA diagram 31 (MSA 2015 Yearbook P188, ALRC 2015 Handbook P122) what is the 60cm vertical measurement that appears to be up to the driver's chin.

This is from the drivers chin to the knee. We are not sure if everyone meets this measurement. If this appears not to work with our vehicles then we will have to contact the technical department. We thought that the oval on the bottom of the diagram was the seat and not the knees.

It was thought that the 5cm clearance should apply to all parts of the roll cage, including side bars but it has been confirmed that the 5 cm clearance on roll cages only applies to the Main hoop. This was also changed from the top of the hoop to the bottom at some time with no explanation.

Unfortunately in the MSA Yearbook we can find no reference to the diagram 31 but it is referenced in the ALRC Handbook.

The following rule also appears in the MSA 2015 Yearbook P148, ALRC 2015 Handbook P208

**J.5.3.4.** *The seat cushion (i.e. the part on which the occupant sits) when uncompressed, must not be less than 15.25cm below the top edge of the adjacent body side or door.*

Some Series I with different seats may not comply with this, so scrutineers should be aware of this when checking vehicles. All vehicles must comply with this rule. If necessary the door may need to have something added to the top to make them higher.

We are waiting for the minutes of the meeting held on the 5<sup>th</sup> February 2015 to be available to confirm what was said..

**ONGOING.**

## **5. Rule Change Proposals**

**CCV Trial Specific - 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 suitable for the anticipated use and not present sharp edges to the occupants or those outside the vehicle.

This rule also applies to Competitive Safari Specific -G.3, Timed Trial Specific H.4 and Point to Point & Team Recovery Specific I.6

At the AGM this was voted For and after this there was an ALRC Council meeting where this rule was ratified to take immediate effect.

**CLOSED**

Any new rule change proposals must be submitted to Simone Birch by the 1<sup>st</sup> June 2015. To date none have been received.

## **6. ALRC Competitive Events Consultation Document.**

The group met again this morning to continue discussing the most challenging rules – that of the RTVT. A draft has been submitted to the ALRC Council and they have issued some guidance as to how to proceed. Hopefully at this next meeting it will be available for discussion.

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

### **a. Trailing Arms – Hamish Grundy, Midland ROC**

Just a quick question regarding trailing arms, at the Majors last year I wrecked a pair of trailing arms, I'd like to make them stronger if I can but ALRC doesn't allow for this, I would like to sleeve them with some 2.5mm wall tube, can I do this? It also says in the green book that steering components can't be altered but we can fit stronger arms. So I'm wondering if this applies to trailing arms also. I'll send a link to a pair of strengthened trailing arms that are available to buy, are these allowed? The cost for these are approximately £85.



The pictured arms simply replace the LR original pattern with a stronger unit. This is covered by ALRC Regulation A.5.2 "Equivalent cross references" - Rover parts may be replaced with parts made by other manufacturers on condition they are of the same basic design and are offered for sale as direct like-for-like replacements for those Rover parts.

By fitting stronger trailing arms then this may move the issue of breaking parts to another part of the vehicle, which may not be so easily fixed as just replacing a trailing arm. This would be down to the personal choice of the competitor.

The S&ORC took a vote on whether to allow a sleeve on a steering arm – 5 For, 3 Against. They cannot be attached and must be able to be removed for checking. With respect to the fitment of alternative radius arms it was considered that if they are dimensionally correct and use standard bushings then they are equivalent to fitting a replacement part as allowed by A.5.2

Mark Whaley will send a reply to Hamish Grundy.

**CLOSED**

### **b. Error in ALRC Handbook "How to be a ... Timekeeper – Ian Stuart, Scottish LRC**

I'd like to draw your attention to an error in the Green Book (one I think has been there for a while now)

page 161 - "How to be a... Timekeeper"

Under "Penalty Free Time" the book declares the average speed to be 40mph - whereas the MSA lowered this to 30mph some time ago (see P 11.3.2). The examples can then be re-worked to be 3 miles = 6 minutes. Also, the Blue Book refers to this as "Bogie Time" [P 15.5.1]

In the events I run, I also define a maximum time to complete a stage (aka "Target Time") - Any competitor who complete a course in more that Target Time, get the Target Time.

I set the Target Time to be 3 times Bogie Time - so the 3-mile example would have a Bogie Time of 6 minutes, and

a Target time of 18 minutes.

It was said at the meeting that setting a bogie time could be a dangerous precedence to set as if there was a longer course then some vehicle may not complete it in the given time. It was agreed to change the average speed to 30mph but remove the calculation part of the paragraph.

Whilst on the subject of timing - I also draw your attention to P11.4: as almost all ALRC events are run under a Clubman permit, clubs are not \*required\* to use MSA-certified clocks (though they are recommended).

(Again, personally, I ran comps for 6+ years using digital wall-clocks that were "Radio Controlled")

You could also get the committee to look at highlighting the difference between "Comp Safari" and "Safari Plus" (the former being 30mph, the latter being 50mph..... AVERAGE speed).

ALRC clubs run Comp Safari as Safari Plus require more in the way of safety cover as laid out in the hill rally special stage requirements.

This is not a rule but in the ALRC Handbook for guidance so the update will be added to the next edition to ensure that we do not have any conflicting information with the MSA Yearbook.

**CLOSED**

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

### **a. 80" Coiler Rear Radius Arm set up - Matthew Fulwood, Chiltern Vale LRC**

This query was raised on behalf of a club member who did not like the set-up of the rear radius arm on his 80" coiler so used an A frame from a Defender and Discovery 2 rear radius arm. He took the rear bolt out of the radius arm and the rotation of the axle is then controlled by the A frame. This is not permitted. Under our rules, complete systems must be used with the full suspension system which must be used in its entirety. If he wants to use the A frame from a Defender he needs to change his mountings on the chassis to suit the Defender system and use Defender radius arms. He can either use the full Discovery 2 system on the back with the radius arm and all the bolts and linkage in place. All the bolts need to be in place and torqued up – this is covered under the following rules.

*C.5.1 Any Land Rover suspension system and components may be used on any model and the suspension mounts modified to accommodate the components, the use of air suspension is prohibited except in classes and periods where fitted as original equipment.*

*C.5.5 The suspension system is defined as including anti-roll bars, shock absorbers, Panhard rods, radius arms (in matched pairs per axle), leaf, coil and air springs, and associated bushes, mountings and parts capable of moving under suspension loadings. All suspension nuts and bolts must be fastened properly and tightened to a minimum of the manufacturer's appropriate torque settings. (Amended March 2010)(Implemented 1<sup>st</sup> January 2011)*

**CLOSED**

### **b. 2015 National Rally – Richard Banks, Midland ROC**

Assistance is requested for scrutineering at the National Rally. Please contact Richard Banks to volunteer at [richardbanks195@btinternet.com](mailto:richardbanks195@btinternet.com).

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

Next Meeting – July 4th

Dates for 2015 – November 21<sup>st</sup>. Start of meeting 13.00.

Dates for 2016 – March 19<sup>th</sup>, July 9<sup>th</sup> and November 12<sup>th</sup>.

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

## **10. Close the meeting. Meeting closed at 14.25 pm.**