

# ASSOCIATION OF LAND ROVER CLUBS



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## Minutes of the of Scrutineering & Off Road Committee meeting of May 12<sup>th</sup> 2007

Distribution:-

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

There were 17 attendees, plus the ALRC Chairman, Denis Bourne and Sandra Bourne.

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

Those Present:- (Taken from the attendance list . If you missed it, please let me know)

NAME	CLUB
Denis Bourne (CM)	ALRC Chairman.
Matthew Basire (S L)	Cornwall & Devon L R C
Alex Cowsill (L)	Cumbrian ROC
Ted Marsay (R)	ENLROC
Steve Kirby (S L R CM)	Hants & Berks LRO
Colin Gaukroger (L CM S)	Lancs & Cheshire R O C
Harold Carman (S L CM)	Lancs & Cheshire R O C
Simone Birch (G CM )	Leicestershire & Rutland L R C
Frank Champion (SL)	Lincolnshire Land Rover Club

NAME	CLUB
Malcolm Wilson (S)	Lincolnshire Land Rover Club
Gary Campbell (RL)	NERO
Bill Groves (L)	NERO
Dennis Wright (LS)	Peak and Dukeries L R Club
Tony Lockwood (SL)	Peak and Dukeries L R Club
Melvyn Rose (SLR)	Somerset & Wiltshire R O C
David Southcott (RL)	Southern Rover Owners Club
Antony Barber	Staffs & Shrops
Ray Godwin (L)	Wye and Welsh R O C

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
Stuart Newton (R)	Chiltern Vale R O Club
Andrew Flanders (S L R)	Anglian Land Rover Club
Tim Linney (R)	Chiltern Vale R O Club

NAME	CLUB
Paul Rice (R CS L)	Leicestershire & Rutland L R C
Andy Hardcastle (L)	Lancs & Cheshire R O C

Note that the elected scrutineers, marked (S) above, represent the ALRC as a whole; the club name is included for information only.

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### 1. Open the Meeting.

The meeting was opened at 10:04 a.m.

### 2. Apologies for absence.

Apologies for absence were recorded. See table above.

### 3. Review minutes the previous meeting (12<sup>th</sup> January 2007).

Minutes accepted with amendments. Proposed Colin Gaukroger, seconded Dennis Wright.

### 4. Matters Arising from previous minutes.

None.

## **Marshals Training.**

The training will not be obligatory. Sue Sanders-Peppit is waiting for the new Handbook as she needs an overview. She is compiling a programme of events. She will train the ALRC Council and they should be able to train the marshals on a "Train the trainer" principle.

The function room at Baden Hall was offered by Antony Barber (Staffs & Shrops)

## **ONGOING**

### **Log Books and Log Book Scrutineers (LBS).**

Late / inadequate payments being made to Dennis Wright. Revised fees not being heeded. Please check that you are charging the correct amount.

### **5. Rule change proposals.**

Rule change proposals now voted on.

Rule Change 1. Spring relocation cones.	2 For, 5 Against.
Rule Change 2. Independent Handbrake.	2 For, 4 Against, 1 Abstention.
Rule Change 3. Team Recovery passengers.	3 For, 4 Against.
Rule Change 4. Rule change process.	1 For, 4 Against, 1 Abstention

Next step is ratification by the ALRC Council.

Ted Marsay queried the basis on which the Council makes its ratification judgement.

Currently, the rule change proposals are discussed at several meetings and a decision made. This is then voted on by the clubs and sometimes a different outcome occurs. The resulting vote then prevails. So how come clubs who haven't ever been to a meeting are allowed to influence the outcome of the proposal?

Comments:-

Member votes at club level. If you don't like the scrutineer then vote in a different one.

Club rep can be a scrutineer, a C of C or anyone that the club chooses to nominate.

Ted suggested that the rule change process needs to be revised / streamlined.

### **6. Any other business from the September 23<sup>rd</sup> 2006 meeting and earlier.**

#### **Enquiry from Adrian Gregory ref rear braces attachments other than shown in the ARC handbook and the MSA yearbook.**

Adrian agreed that the ALRC will issue a log book on condition that the MSA issue a certificate for the cage. No further news heard. **CLOSED.**

**Denis Bourne / Tim Linney** - Max traction Extreme Suspension systems. This system changes the springs and dampers. No action to take until more info obtained. **CLOSED.**

#### **Andy Flanders – Cane tops.**

Andy requested an article in ALRC News highlighting the recommendations in the ARC Handbook, i.e. RED on the LEFT and WHITE on the RIGHT. Clubs are reminded to follow the recommendations in the handbook. Publicise this guideline. **CLOSED**

#### **Cane tops – the sequel.**

The Handbook deal has resulted in the ALRC having enough cash to be able to supply all competitive clubs with free cane tops and section numbers. (Non-competitive clubs will also receive some equivalent gift.)

#### **Matt Basire - Use of front radius arms on rear axle.**

The MSA National Court upheld Matt's appeal and his design is considered to comply with the ALRC rules.

Colin Gaukroger says the installation is not a "system" as defined in the rules. We need to define a "system" such that all parts form a coherent system.

In a letter from Ian Davis, he offered assistance on this matter and we agreed that we should take this up.

Clarification / rule change to do.

Denis Bourne to contact Ian Davis and ask him to come to a S&ORC meeting for a Q&A session. Please supply your questions in advance to give Ian an opportunity chance to find answers.

**ONGOING**

### **MSA Child Protection Policy**

Child protection policy missing from 2007 MSA Yearbook. The statement from the 2006 Yearbook can be used. **CLOSED**

### **Malcolm Wilson – Log Book Scrutineers.**

Stipulation was that LBS to attend 2 meetings each year (That was when there were 4 meetings each year) Since Oct 2002, several LBSs have never attended a S&ORC meeting. What action should be taken? To be discussed at the next ALRC Council meeting. **ONGOING**

### **Stuart Newton – Steering wheel spinners**

These are permitted. **CLOSED**

## **7. Any other business from the January 13<sup>th</sup> 2007 meeting.**

### **Freelander Roll cage issues.**

Subject vehicle is a Standard class Freelander for Comp Safari use.

Dennis Wright has written to the MSA to ask what specification of cage will be required for a Off Road event; and what documentation will need to accompany the cage.

Colin Gaukroger followed-up on this query with the MSA. They have stated that as long as the cage complies with section Q of the MSA Yearbook then no additional documentation is required.

When the vehicle has an MSA log book, then ALRC scrutineers can infer that the cage complies.

Note:-

An FIA cage will need its certificate with a number that matches the plate on the cage.

A non-MSA design will need a ROPS (Roll Over Protection System) certificate.

Colin Gaukroger suggested that the ALRC Council should arrange for each Log Book Scrutineer to have an MSA Yearbook. Three books go to each club.

Denis Bourne has created a "summary" and this is to be made available to all LBSs.

### **2007 ALRC National Rally. Harold Carman.**

Harold advised on the standards of scrutineering and marshalling for the 2007 ALRC National Rally.

**CLOSED**

### **2007 MSA Yearbook various items to highlight. – Denis Bourne.**

- See terminology "Registered member of a club" on page 88.
- Competition licences – Photo to be sent to the MSA for incorporation into the licence documentation.
- Page 143/144 – changes to sound testing.
- Section O Breaches of regulations - See rule O.1.1.5.
- Team recovery H.32.2.7.c) allows for the use of a winch.
- Section H page 256:-  
"36.13.1. Be currently registered and taxed as a PLG vehicle, unless SRs relax this requirement due to the event taking place wholly on private property, except Promotional Events. The SRs may also waive the requirement to comply with E 12.19.6."  
The "except Promotional Events" bit is new for this year. It's rather untidily worded but it means that all vehicles used in Promotional Events must be registered and taxed as PLG vehicles, and the SRs cannot relax this requirement. By inference, anyone running CCV events where non-road-legal vehicles are to be permitted, the SRs must relax this requirement.

**CLOSED**

### **Hybrids – Tim Linney.**

One of his club members wants to convert an old P38 Range Rover into a trialler with series/90 bodywork. It has a 6 cylinder BMW diesel engine – is this allowed?

This engine dates from 1996 and this predates the cut-off date which is 2001. **CLOSED**

**Event setters-out. Ted Marsay.**

Event setters-out and marshals need not be members of the club but they must be signed on to be covered by insurance. *Is this correct?*

**Covering of batteries. Richard Howe.**

The covering of batteries is dealt with by:-

MSA regs E.12.14.1. "Have any wet batteries in driver/passenger compartment enclosed in a securely located leak-proof container." and E.12.14.2. "Have batteries duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks."

See ALRC reg B.14.1. (formerly B.13.1.) **CLOSED**

**8. Enquiries received since the last meeting.****Camel Trophy Discoveries – Modified wheel arches. Tom Partridge.**

Q "If I trim the rear wheel arches of a Discovery to match the Camel Trophy ones (known as the camel cut) can I still be considered Std class 5 or not?"

A The "Camel Trophy Cut" modification was carried out by the factory on the Camel Trophy competition vehicles. These were not manufactured to this design. Consequently vehicles altered in this way may compete but in the Modified class.

**Seat Belts in RTV. Stuart Newton, Chiltern Vale LR Club**

Q "I would like confirmation if possible on the use of seat belts in RTV, in that they should be worn as designed not just as a lap belt, i.e. in that a 3 point goes across the front of the shoulder not behind."

A In RTVs seatbelts must be worn as designed.

**Wheel nuts – engagement with studs. Richard Wright, Paul Warner. (Essex)**

Q "There is no specific reference to wheel nuts in the technical regulations section of the ALRC Year Book, however in the section on scrutineering it states that 'ideally' the stud should come through so as to be at least flush with the outside of the nut.

Unfortunately as there is nothing in the actual ALRC regulations or as far as I am aware anything specific to wheel nuts in the MSA regulations it was very difficult to say how far we could take this matter.

Our personal view on this matter is that if the engineers at Land Rover designed a stud of 9/16" with a nut of 11/16" deep on earlier series vehicles. Then a stud of 5/8" diameter and a nut of 3/4" deep on later series vehicles 110/90's and Range Rovers. Which on all of these vehicles when fitted with original steel wheels that we have seen come at least flush, then that is how it should be."

A This came up many years ago and we received a letter from the Rover Group, as it was at the time. The letter was rather vague but quotes a worst-case engagement of 1.1 x stud diameter. So on vehicles with 16mm studs, nut engagement would need to be 17.6mm. Standard nuts for 16mm studs are 19mm thick so the stud does not need to come right through the nut but can be recessed by 1.4mm. We know that vehicles have come out of the factory like this so by inference they must be OK. So how would we measure the engagement of capped nuts used on alloy wheels? Perhaps the number of turns would be a more practical parameter. The 19mm nut mentioned has about 11 or 12 turns total so that would be about 9 or 10 turns to achieve the required engagement advised by Rover.

*Post meeting note:- Richard Wright, Paul Warner also asked about recovery points.*

*In my e-mailed answer, I passed on information obtained by Derek Spooner "The tow and recovery points on the current range of vehicles are built to snatch recovery standards"*

*Additionally, lashing rings are NOT suitable as recovery points but the built-in tow points on the current range of vehicles are. JATE rings are also acceptable on condition they are attached by the correct HT bolt and nut. Homemade recovery points must be assessed by the scrutineer.*

**Wheel spacers. Richard Banks, MROC**

Q (by phone) "Are wheel spacers allowed?"

A No. ALRC rules do not say that you may use them.

### **Suspension Mods. Duncan Cooper**

Q "My vehicle is a modified series 1 class. It has coil springs fitted, it has a damper arrangement from a series one. These are suspension components. They are fitted in the correct location, so far as is practical."

A Photos were shown to the delegates who agreed that it is acceptable.

### **9. Any other business from the May 12<sup>th</sup> 2007 meeting.**

Broken Tow hitch. (I've lost my note; who brought this along?) The subject hitch is a combined jaws and ball-hitch type. The ball part is welded on to the top of the jaws and the pin drops in through the top of the ball and through the jaws. During recovery, the ball broke off and it, complete with the pin, shot between the occupants for the towing vehicle.

There are several lessons to learn from this.

1. If the tow-hitch has jaws and pin, then use that facility.
  2. Don't use this type of hitch.
  3. Decent quality tow fittings are an investment. You can always take them off when you sell the vehicle.
- Harold Carman offered to write an article for ALRC news.

Gary Campbell – Can you change spring rates during an event? This is acceptable but advise the event scrutineers.

Handbook query. On page 108 drawing 6.2 (MSA drawing Q31) What does the 60cm dimension refer to?

*(Post meeting note – This is related to MSA reg Q.1.5.3 and is for single seater racing cars only. The measurement is actually the distance from the top of the seat squab to the width of the driver's shoulders, not the bottom of the driver's chin as it appears to be in the sketch!)*

Gary Campbell – Can you drill front outriggers to attach mud flaps? Yes.

Reminder – Groundsheets are to be used during vehicle servicing to prevent ground pollution.

### **10. Close the meeting.**

The meeting closed at 15:02.

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

The date for the next meeting has been booked as the 22<sup>nd</sup> September 2007. The location will be the NFU Mutual HQ in Tiddington, near Stratford-upon-Avon and will start at 10:00 a.m. Room to be advised by security staff upon entry to the building but will most likely be the Auditorium. Please let me know of any additional Agenda items to be discussed.



Steve Kirby  
Chairman, ALRC Scrutineering & Off Road Committee

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 to the secretaries of all competitive clubs by e-mail for distribution in electronic format for easy distribution to the relevant club members.

# ASSOCIATION OF LAND ROVER CLUBS



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## Scrutineering & Off Road Committee Meeting

22<sup>nd</sup> September 2007 starting at 10:00.

NFU Insurance HQ, Tiddington (near Stratford-upon-Avon).

## AGENDA

1. Notice convening the Meeting
2. Open the meeting.
3. Apologies for absence.
4. Review minutes the previous meeting
5. Matters arising from the minutes of the last meeting.
6. Rule change proposals.
7. Any other business from the last meeting.
8. Enquiries received since the last meeting.
9. Any other business this meeting.
10. Date and time of next meeting.
11. 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 eastern outskirts of Tiddington at the junction with Knight's Lane. If you get to Knight's Lane, you've just gone past the building!

We'll probably be using the auditorium or one of the conference rooms.

Please liaise with the security staff who will be able to direct you to the room.

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